



City of Hesperia



General Plan

Resolution No. 91-47
May 16, 1991

RESOLUTION NO. 91-47

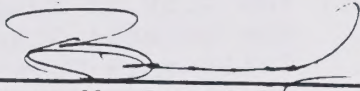
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HESPERIA, CALIFORNIA,
ADOPTING THE GENERAL PLAN FOR THE CITY OF HESPERIA

A. RECITALS

- (i) The City of Hesperia has initiated proceedings to adopt the General Plan pursuant to Title 7, Division 1 of the California Government Code, Sections 65360 and 65361.
- (ii) Pursuant to Section 65351, Title 7, Division 1 of the California Government Code, opportunities were provided for community participation throughout the development process of the General Plan through the formation of seven citizens' advisory groups. These committees were appointed to evaluate specific elements of the General Plan, and held a total of thirty-three (33) public, advertised hearings.
- (iii) Pursuant to the California Environmental Quality Act, a Final Environmental Impact Report #89020053 has been prepared, considered, and certified to adequately address the general environmental setting of the proposed project, its significant environmental impacts and the alternatives and mitigation measures related to each significant environmental effect of the proposed project. The City Council has considered the information contained in the Final Environmental Impact Report #89020053 prior to approval of this project. The City Council has adopted Resolution No. 91-46, which discusses all significant environmental effects and corresponding mitigation measures, together with the requisites and Findings of Significant Environmental Impacts and Statement of Overriding Considerations. Further, a Mitigation Monitoring Plan has been prepared and made a part of the Final Environmental Impact Report to ensure implementation of mitigation measures identified in said Report.
- (iv) On March 8, 1991, copies of the draft General Plan were mailed to affected agencies pursuant to Section 65352 of Title 7, Division 1 of the California Government Code.
- (v) On March 8, 15, 29, June 12, September 25, and November 20, 1990, the Planning Commission of the City of Hesperia conducted duly noticed public joint workshops with the General Plan Task Force and the General Plan Advisory Committee, for the purpose of discussing the General Plan and receiving public input.

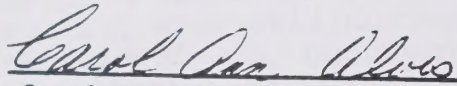
5. The City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 16th day of May, 1991.



George M. Beardsley, Mayor

ATTEST:



Carol Ann Alves, Deputy City Clerk

gpcc516.res

City of Hesperia

General Plan

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Adopted by City Council Resolution No. 91-47

May 16, 1991

Copy of Report

General Plan

1. The purpose of this report is to provide a general overview of the project and its objectives.

2. The project is designed to address the needs of the community and to provide a comprehensive plan for the future.

3. The plan is based on the findings of the study and the input of the community.

4. The plan is intended to be a guide for the future and to provide a framework for the project.

City of Hesperia

City Council

George M. Beardsley, Mayor
Percy Bakker, Mayor Pro Tem
Bruce D. Kitchen, Councilmember
Michael J. Lampignano, Councilmember
M. Val Shearer, Councilmember

Former Councilmember:

Howard H. Roth, Councilmember

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Eugene P. Ehe, Vice-Chairman
Thomas C. Bryant, Commissioner
Donna Roland, Commissioner
David Longshore, Commissioner

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Planning Director:	Molly Bogh
City Engineer:	Phil Wray
Traffic Engineer:	Paul Cook
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Deputy Fire Chief:	Robert May
Utilities Director:	Duane Davis

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General Plan Task Force (Land Use/Circulation)

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Kimberlee Erickson, Vice-Chairman
Don Stebbins
Jim Norman
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North Hesperia Subcommittee

Dan Ramirez, Chairman
Debra Givens, Vice-Chairman
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William White
Bonnie Chafe

South Hesperia Subcommittee

Vincent Sercu, Chairman
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JoAnn Almond, Vice-Chairman
Sue Yarbrough
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Oak Hills Subcommittee

Phillip Hill, Chairman
Scott Bryant
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General Plan Advisory Committee (Housing, Safety, Open Space, Conservation, Noise)

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Circulation Plan Task Force

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URS Consultants, Inc.

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Gary Squier & Associates

Housing

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Noise

Turrini & Brink

Land Use

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Introduction

Chapter 1 Overview of the City of Hesperia

I. Location and Regional Setting

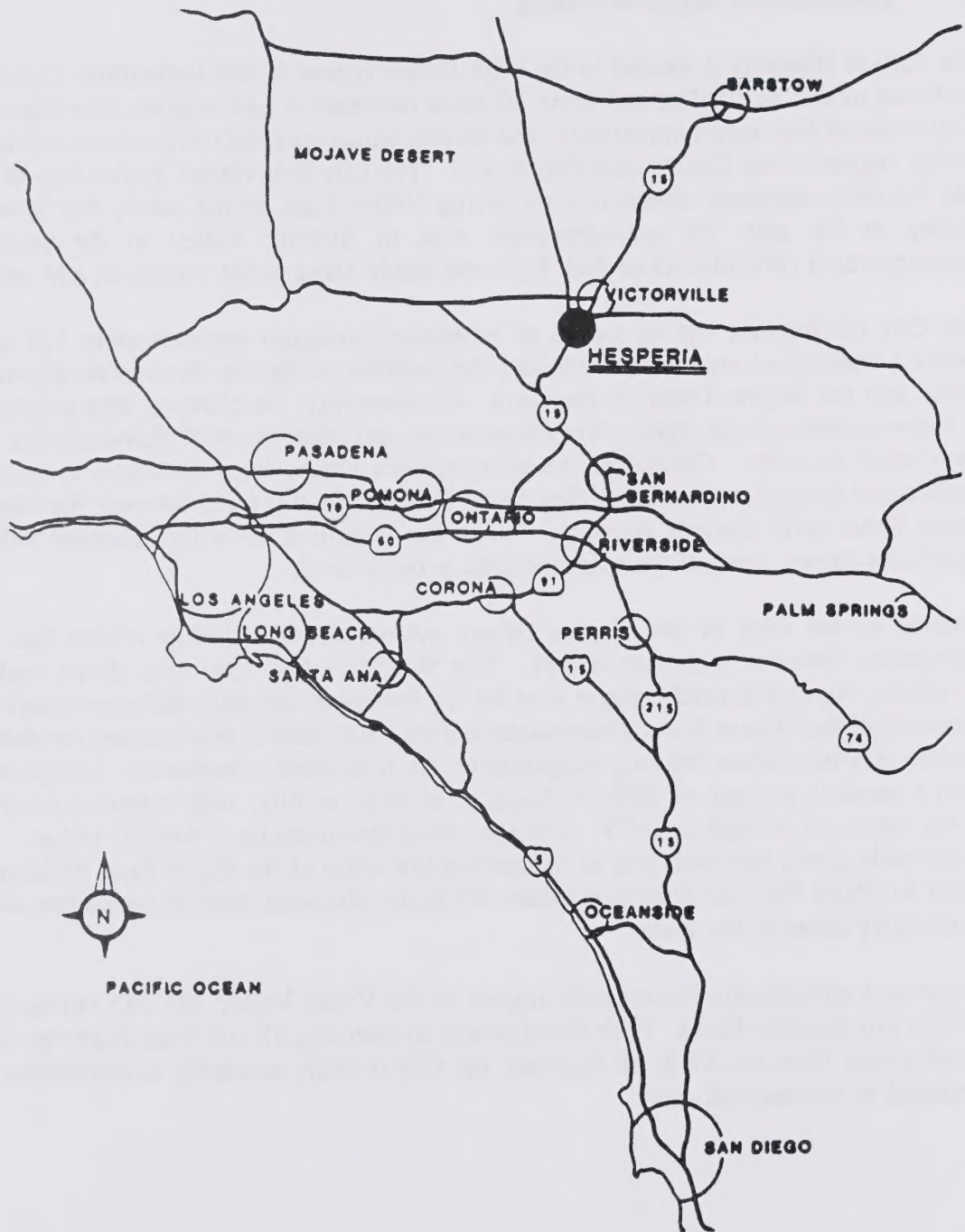
The City of Hesperia is located in the High Desert region of San Bernardino County, 35 miles northeast of San Bernardino and about 80 miles northeast of Los Angeles (See Figure I-1). The City is one of four incorporated cities and several unincorporated communities within the Victor Valley region of the County (see Figure I-2). The City is bordered by the City of Victorville and the unincorporated community of Spring Valley Lake to the north; the Town of Apple Valley to the east; the unincorporated area of Summit Valley to the south; and the unincorporated communities of Oak Hills and Baldy Mesa to the southwest and west.

The City of Hesperia and its sphere of influence encompass approximately 110 square miles within a transitional area located between the foothills of the San Bernardino Mountains to the south, and the Mojave Desert to the north. Consequently, the planning area contains a variety of slope conditions, soil types, plant communities and other physical characteristics which vary from south to north. Generally, the planning area slopes from southwest to northeast, with surface and subsurface flows trending away from the foothills and towards the Mojave River, which flows north towards Barstow. While the foothill areas within Summit Valley contain significant slopes, most of the planning area is fairly level.

Located on the edge of the Mojave Desert, within the rain shadow of the San Bernardino Mountains, Hesperia's climate is arid. The Victor Valley, like other desert regions within California, has experienced drought over the last four years and must address concerns regarding overdraft of the Mojave River groundwater basins. Summers in this area are hot and dry, while winters may experience freezing temperatures and infrequent snowstorms. Temperatures range from a monthly average of 58°F. in January, to 98°F. in July, with extremes recorded as low as the teens and as high as 110°F. Average annual precipitation is five (5) inches. Air quality is generally good; however, due to its location just north of the Cajon Pass, dividing the South Coast Air Basin from the Southeast Desert Air Basin, Hesperia receives windborne air pollutants from valley areas to the south.

Hesperia is strategically located with respect to the Victor Valley, the San Bernardino Valley, and the Los Angeles Basin. With direct access to Interstate 15 and State Highway 395, as well as rail access from the AT & SF Railroad, the City is easily accessible to commuters and future industrial or commercial users.

Figure I-1
Regional Setting



Hesperia's location at the top of Cajon Pass, the closest of the High Desert cities to more populated regions to the south, gives it a locational advantage for home buyers and businesses from San Bernardino, Riverside, Los Angeles and Orange Counties. The planning area contains approximately 10 miles of freeway frontage along Interstate 15 and five miles of frontage along State Highway 395, as well as the intersection of State Highway 395 with I-15. The majority of this frontage property is undeveloped and remains in large parcels, giving the City exceptional opportunities to attract high quality business development. The planning area also contains opportunities for a variety of housing types, including estate sized lots, equestrian lots, and standard single family residential development.

II. City and Sphere Boundaries

The City of Hesperia encompasses approximately 52 square miles, and the adopted sphere of influence contains approximately 59 square miles (see Figure I-3). The City and sphere areas, referred to in this General Plan as the "planning area", are generally bounded by Bear Valley Road to the north, the Mojave River to the east, and the San Bernardino National Forest to the south and southwest. The western planning area boundary follows an irregular line formed by I-15, Los Banos Road (one-half mile west of Hwy 395) the California Aqueduct, Bellflower Road, Eucalyptus Street, and Hwy 395.

The City of Hesperia incorporated on July 1, 1988. In September, 1988 the County's Local Agency Formation Commission (LAFCO) approved the extension of the City's sphere of influence west of I-15 into the area called "West Hesperia Sphere" and south of Muscatel Street into the area called "Oak Hills". In September, 1989, LAFCO approved the extension of the City's sphere south of Whitehaven Street into the area known as "Summit Valley". The City has completed two annexation requests, one in Oak Hills and one in the West Hesperia Sphere and is considering other requests at this time.

III. City Structure and Planning Functions

Hesperia is a "general law" city operating under the council-manager form of government. Five City Council members are elected at large for four-year overlapping terms. The Council selects one of its members to serve as Mayor. The City Manager is appointed by, and serves at the pleasure of, the City Council.

The Planning Commission is a five-member advisory body, appointed by the City Council based upon extensive evaluation of applicants' knowledge and ability to assess planning and policy issues. The City's Planning Department provides support staff to the Planning Commission, under the direction of the Planning Director. Development proposals are reviewed by the Development Review Committee, comprised of representatives of the City's Planning, Building and Safety, and Engineering Departments, the Fire District, Water District, Recreation and Park District, School District, and utility companies.

Figure I-2
Victor Valley Communities

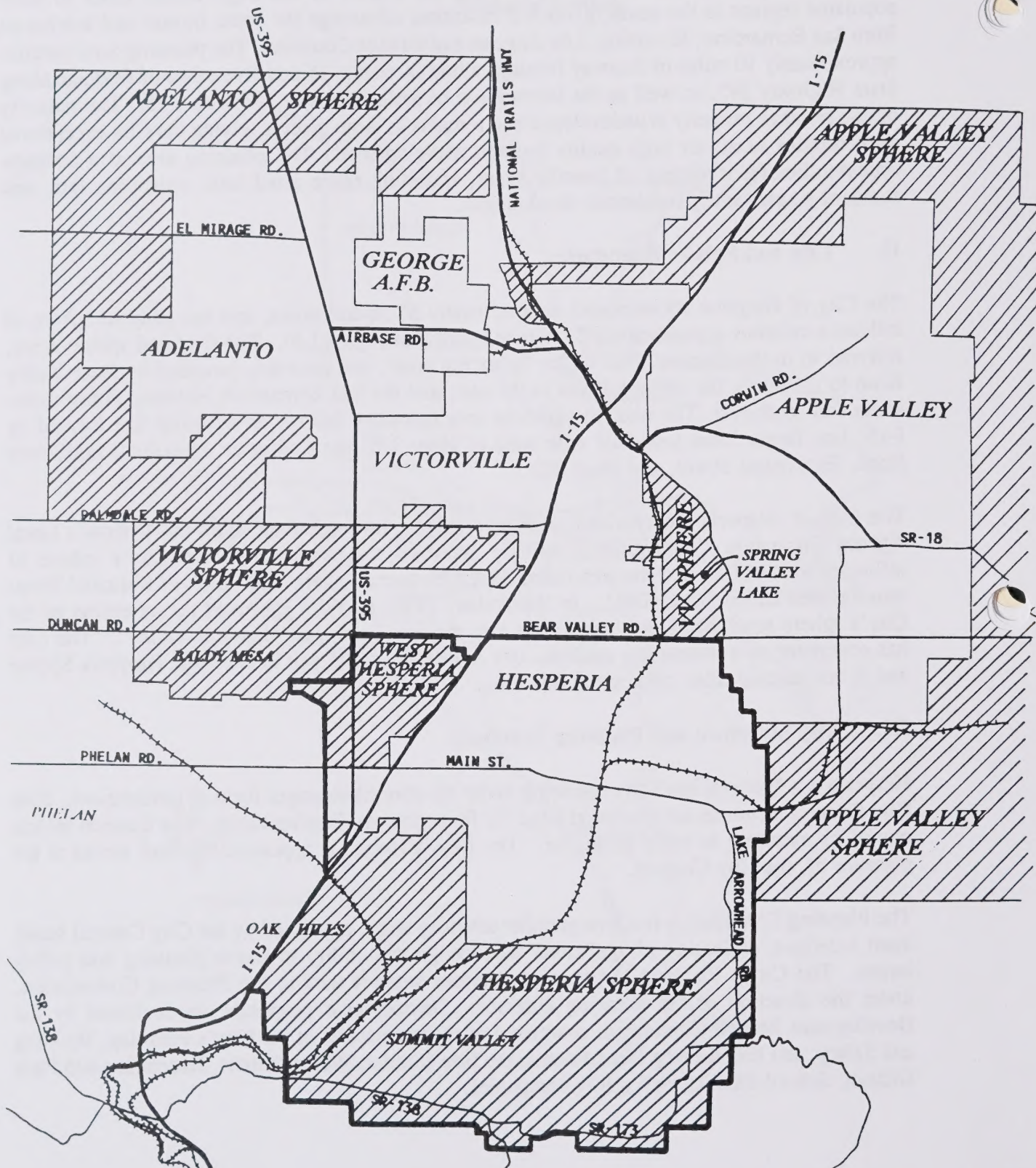
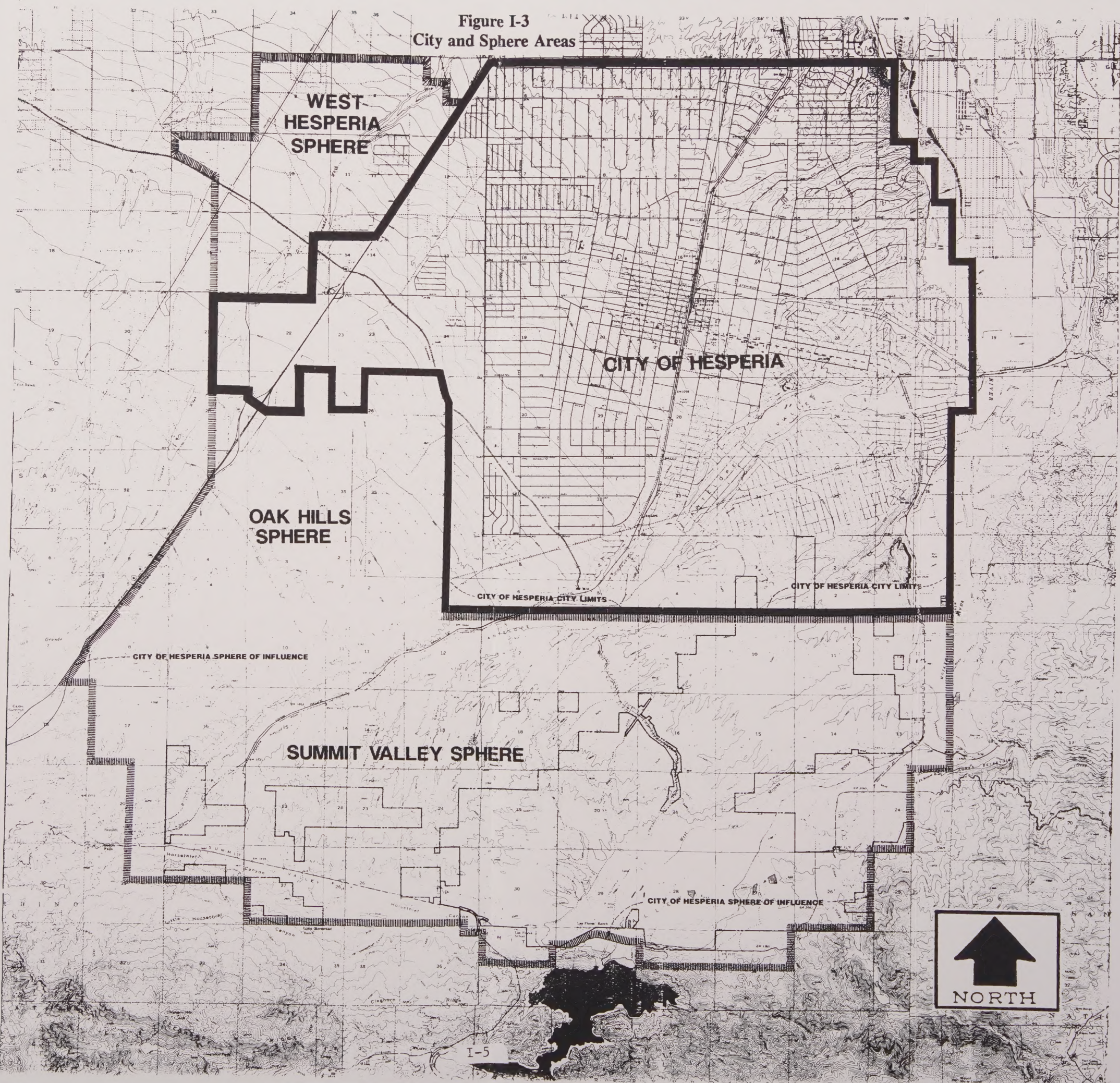


Figure I-3
City and Sphere Areas



Because of its recent incorporation, the City has been in the process of completing the transition of municipal services from San Bernardino County. The City presently provides general administrative functions, water and sewer service, community development and public works, fire prevention and protection, and animal control services directly to the community. Police services are provided under a City contract with the San Bernardino County Sheriff's Department. Park and recreation services are provided by the Hesperia Recreation and Park District, a board-governed special district. Library services are provided by the San Bernardino County Library system.

IV. Planning Issues in the City

The City's incorporation in 1988 was based upon citizen concern over a number of issues, including the need for additional funding for local improvement programs, land use and development decisions, and the desire for local participation in the decision making process. In addition, the community had experienced extremely rapid growth over the last ten years, placing severe strain on an already deficient infrastructure system and dwindling groundwater reserves. As the City undertook preparation of its first General Plan, these issues were in the forefront of the community's vision for its future. Throughout an extensive process of public participation in the planning process, including over fifty public meetings spanning two years, other issues of importance were identified. The community's major planning issues, as addressed in this General Plan, are summarized below.

o The need to provide for managed growth and development

Between the years 1980 and 1990, Hesperia was the tenth fastest growing community in the state, with a population increase of 272 percent. Population grew from 13,540 to 50,418 during these years. The number of dwelling units increased from 5,690 to 17,563. For purposes of illustrating the impacts of this growth, the following figures assume an averaged growth rate over this ten year period:

Number of additional people per year:	3723
Number of additional families per year:	1201
Number of additional vehicles per year:	2400
Number of additional elementary school age children per year:	550
Number of additional high school age children per year:	483
Number of additional dwelling units per year:	1,187

Although the community did not plan for this rate of growth back in 1980, rapid development occurred with many detrimental impacts on the City's ability to provide services to residents. By creating a plan to manage growth, the community can accommodate development without impacting existing residents, and improve the quality of life for future residents.

o The need to provide and improve community services and facilities

Increases in use and need for community services and facilities reflect the rapid growth rate of the Hesperia community. For example, in 1985 the Hesperia Recreation and Park District recorded 19,018 uses of park facilities; in 1990, the total number of park facility uses was 104,843, or an increase of 551 percent over this five year period. At the present time, the District must turn away approximately 20 percent of all children applying for youth sports activities.

An elementary school is typically built to accommodate 650 children. According to the growth rates shown above, the number of elementary school children in Hesperia has increased by approximately 550 per year, indicating a need for almost one additional elementary school per year. At the rate of growth for high school age children between 1985 and 1990, the community would need an additional high school every five years.

In 1980, the Hesperia Fire District responded to 2047 calls for fire and medical-related incidents. In 1990, this number was 4,132, or 202 percent higher. The District responded to 1461 medical incident calls in 1980, and 3021 in 1989, showing a 207 percent increase in medical calls. The number of fire calls between 1980 and 1990 increased from 179 to 463, or 259 percent.

In 1980, Hesperia Water District showed 8,961 connections to the District's water system. By 1985, this number was 12,376, and by 1990 the total was 16,832. During the years 1986 through 1988, the District connected over 1000 water meters per year. However, sewer connections have lagged behind water connections. Available in Hesperia only since 1983, sewer is presently limited to areas near Main Street, the Bear Valley Road corridor, the northern I-15 corridor, and I Avenue. At the present time, over 95 percent of the residences within Hesperia are connected to septic systems. Within the older portions of the community, these systems are beginning to fail. In addition, the State Water Quality Control Board has limited use of septic systems because of increasing water quality concerns. State guidelines now call for all commercial, industrial and multiple family development to be connected to public sewer. In order for the City to encourage further economic development and meet its housing goals, it will be necessary to expand the sewer system to meet existing deficiencies and anticipated growth.

Hesperia presently contains about 330 miles of paved roads. About 80 percent of these road miles were paved with approximately one and a half inches of desert mix over native soil, twenty-five to thirty years ago. The roads were not engineered to carry surface water runoff or to accommodate sight distance, banking, and other safety features. In addition, the City contains about fifty miles of dirt roads, serving both residential and industrial areas of town. Road and traffic conditions have been identified

by residents as a major concern, and will require a massive effort at improvement as the City continues to develop.

These figures demonstrate that the City must improve facilities and services to meet present and future needs. The General Plan will provide an action program for achieving this goal.

o The need to protect and enhance the quality of life

In May of 1989, at the beginning of the General Plan process, the City retained an independent research firm to conduct a random telephone survey of 1353 households within Hesperia to identify major community concerns and issues. Several planning issues identified during this survey elicited strong agreement from respondents. Eighty-three percent of those surveyed said streets in Hesperia are too congested; 79 percent said that new development should be required to meet a minimum architectural standard; 75 percent stated there are not enough technical or highly skilled employment opportunities in Hesperia. Lack of parks, need for water system improvements, and need for trails also received majority agreement.

In a follow-up survey of 367 residents conducted by the City in February, 1990, respondents were asked their primary reason for moving to Hesperia, rather than another community. Thirty-four percent identified "rural open space," 25 percent "housing cost," and 23 percent cited "clean air" as their main reasons for locating in Hesperia. Asked to identify improvements that would make Hesperia a better place to live, residents responded as follows:

Better residential streets	58.5%
Better major streets	57 %
Better traffic enforcement	25 %
Better planning	23 %
Better law enforcement	15 %
Better animal control	14.5%
Better fire protection/paramedic	11.5%

These survey results appear to indicate that Hesperia residents wish to preserve a rural, desert lifestyle while at the same time increasing the level of infrastructure and public services available to residents.

o The need to expand the local economy

Upon initiation of the General Plan process in 1989, the City retained an economic consulting firm (Alfred Gobar Associates) to provide an analysis of existing economic conditions in the area. The consultant inventoried all existing commercial, office and

industrial space within Hesperia, and analyzed taxable retail sales revenues within Hesperia and adjacent communities. While the consultant found that the City of Hesperia's retail sector is showing dramatic improvement, they also found that about \$99 million in taxable retail sales potential represented by the expenditures of Hesperia's residents flows to other areas - primarily the City of Victorville. Hesperia's retail market is strong in convenience goods (food stores, drug stores and service stations.) Outleakages are most evident in the auto sector, general merchandise, restaurants, and apparel.

The primary constraint to expanded commercial and industrial development in the City of Hesperia is lack of infrastructure. Roads, sewers, adequate water and storm drainage facilities must be provided to encourage business uses to locate in Hesperia. As noted above, Hesperia enjoys a locational advantage for highway-oriented businesses due to its frontage along I-15 and Hwy 395. Hesperia also contains a ready-made labor force, and cityhood has reduced institutional complexity for potential business users through the centralizing of planning, building, public works, water, sewer and fire functions. Hesperia must make a commitment to use all means available to the City to provide assistance and coordinate efforts to fund needed infrastructure, while ensuring that new development continues to provide the facilities needed to support itself without impacting residential taxpayers.

o The need to protect natural resources for existing and future residents

The High Desert area is presently in the fifth year of a drought. Combined with the rapid growth rate of the Victor Valley communities over the last ten years, the lack of groundwater recharge has resulted in overdraft of the Mojave Basins. The City has identified the conservation of water resources as one of its primary goals.

Other significant resources in the planning area include desert habitat such as joshua tree and juniper stands, soils, air quality and open space. Protection of these resources will be a key consideration in preserving the desert lifestyle identified by the community as one of their goals.

A program for achieving these fundamental goals is outlined in each element of this General Plan. As the community evolves and the General Plan is implemented over time, adjustments and amendments will be needed to ensure that the General Plan reflects changing community values. It is the intent of the General Plan to provide a framework for land use decisions and policies which will serve the community of Hesperia now and in the future.

Chapter 2 Overview of the General Plan

I. Purpose of the General Plan

The General Plan for the City of Hesperia has been prepared pursuant to California Government Code Section 65300, which requires that each city and county within the state "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning."

The General Plan serves as a foundation in making land use decisions based on goals and policies related to land use, transportation routes, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, noise impacts, safety issues and other related physical, social and economic development factors. In addition to serving as a basis for local decision making, the General Plan establishes a clear set of development rules for citizens, developers, decision makers, neighboring cities and counties, and provides the community with an opportunity to participate in the planning and decision making process.

The purpose of this General Plan is to comply with state requirements, and to provide the City with a comprehensive, long-range policy guideline for future development.

II. Scope of the General Plan

In accordance with California Government Code Section 65302, the General Plan must contain the following seven mandatory elements: a) Land Use; b) Circulation; c) Housing; d) Conservation; e) Open Space; f) Noise; and g) Safety. Each element contains diagrams and text setting forth goals, policies, actions and implementation measures for long-range physical development within the City's incorporated boundaries and sphere of influence areas.

Development within the incorporated boundaries of the City will be directly guided by the goals and policies contained in the General Plan. As specified in Government Code Section 65300, the General Plan must also address "any land outside its boundaries which ... bears relation to its planning." Therefore, the General Plan also encompasses the City's adopted sphere of influence. In this instance, the General Plan may function as a means of formally communicating what the City's concerns and issues are in regards to development proposals, master planning of infrastructure, pre-zoning sphere areas prior to annexation, preservation of open space and resource conservation lands, and other related planning issues which may impact the orderly growth of the City.

In developing goals and policies for the City's General Plan, regional issues pertaining to transportation, housing, open space, infrastructure, coordination of emergency services, and other physical, social and economic concerns were considered.

5/16/91

III. Development of the General Plan

The City's General Plan has evolved from numerous studies and public hearings involving citizen advisory groups, the City Council and Planning Commission. All issues and concerns identified during the public hearing process were evaluated and addressed. This input provided valuable assistance to staff and consultants in refining the document.

Preparation of the first two elements of the General Plan began in February, 1989. After two workshops and four public, advertised meetings held from May through August, an Interim Land Use and Circulation Map was accepted by the City Council on August 17, 1989, to provide direction for staff in making land use decisions pending completion of the General Plan.

The first drafts of the final Land Use and Circulation Elements were reviewed by five citizen advisory groups appointed by the City Council. These groups consisted of four subcommittees and a task force, with each subcommittee assigned to represent a specific geographic section of the City's planning area. The task force was assigned to address regional issues. A total of eighteen public, advertised meetings were held between the months of September and December. In addition, three public, advertised joint workshop meetings were held between the General Plan Task Force and the Planning Commission in March of 1990. A series of five public, advertised hearings were held by the Planning Commission for review of these two elements beginning in April and ending in June of 1990. After receiving public input and evaluating public comments, the Planning Commission recommended that the Land Use and Circulation Elements be forwarded to the City Council for review. City Council review of these elements was conducted on July 16, 1990 and August 6, 1990, at which time the City Council continued the hearing and directed that further study be conducted on the Circulation Element.

In addition to the General Plan Task Force and subcommittees formed to review the Land Use and Circulation Elements, a General Plan Advisory Committee (GPAC) was appointed to review the Open Space, Housing, Conservation, Safety and Noise Elements of the General Plan. This committee, comprised of four members who served on the General Plan Task Force and subcommittees and a representative from the Planning Commission, convened on July 31, 1990, and held a total of ten public, advertised meetings through October 16.

On September 11, 1990, the Committee recommended that the draft Housing Element be forwarded to the Planning Commission for review. The Committee recommended that the Conservation and Safety elements be forwarded to the Planning Commission on October 9, 1990; the Open Space Element was recommended for forwarding to the Planning Commission on October 16, 1990. Two joint workshops were held between GPAC and the Planning Commission on September 25 and November 20 to discuss the five elements.

Due to concerns raised at the August 6, 1990, public hearing, the Council recognized the need to form a Circulation Plan Task Force to address Circulation issues, such as right-of-way designations, arterial road designations and implementation of the Circulation Plan. The task force convened on August 23, 1990, and held 5 public, advertised meetings, concluding on February 19, 1991.

On March 4, 1991 and March 13, 1991, the Planning Commission reviewed the draft General Plan and draft Environmental Impact Report at advertised public hearings, and recommended adoption of these documents to the City Council. The Council reviewed the draft General Plan and Environmental Impact Report at advertised public hearings on April 2, 1991 and May 16, 1991, and on May 16, 1991 approved resolutions adopting the General Plan and certifying the Environmental Impact Report.

IV. Citizen Input

California Government Code Section 65351 states that during preparation of the General Plan "... opportunities for the involvement of citizens ... and other community groups" be provided "through public hearings and any other means the city ... deems appropriate."

In accordance with state law and in recognition of the importance and value of citizen involvement, the City has strived to create opportunities for citizen participation throughout the General Plan development process.

As noted above, several citizen advisory groups were established to review the General Plan Elements. Community ideas were exchanged and concerns and issues were identified and addressed during a total of thirty-nine (39) public, advertised meetings held among these groups. Meeting dates, times and locations were published in two local newspapers, and notices were posted in three public areas in the City. In addition to these publications City staff provided information to the local radio and television medias.

In an effort to further the community's understanding of the General Plan, the City designed an eight-page newsletter that was mailed to every household in Hesperia. The newsletter contained information on the purpose, development, scope, benefits and requirements of the General Plan. The draft Land Use and Circulation map was included, as well as a clip-out comment coupon inviting citizen response. All comment coupons received were answered by Planning staff.

Cumulatively, the citizen advisory groups, Planning Commission and City Council held fifty-six (56) public, advertised meetings, providing the community with an avenue for expressing ideas and concerns relating to the General Plan.

V. Consistency of General Plan Elements

The General Plan has been prepared in accordance with California Government Code Section 65300.5, which specifies that the "General Plan and elements ... comprise an integrated, internally consistent and compatible statement of policies." Consistency among the Land Use, Circulation, Housing, Open Space, Conservation, Safety and Noise elements of the General Plan is reflected in the goals, policies, actions, implementation programs and maps contained in the City's General Plan.

VI. Consistency with Zoning

On July 1, 1988, the City of Hesperia adopted the zoning map and Development Code of San Bernardino County, effective on that date, as its interim zoning ordinance and development code. With the adoption of the General Plan, the County-designated zoning within the City may not be in conformance with the objectives, policies, land uses, and programs specified in the City's General Plan. Therefore, it is the intent of the City to prepare a revised zoning map and Development Code for the City of Hesperia, which will be consistent with the General Plan's goals and policies.

VII. Adoption of the General Plan

On May 16, 1991, the City Council of the City of Hesperia approved Resolution No. 91-47, adopting the General Plan and Resolution No. 91-46, certifying the Environmental Impact Report prepared for the General Plan.

VIII. Amending the General Plan

It is the intent of this General Plan to provide a flexible planning tool for the community to utilize in achieving its long-term goals. The General Plan must respond to changing community needs, values, and environmental conditions to ensure continued effectiveness of the plan. Monitoring of the Plan will be accomplished through annual reviews that will help in determining when revisions are necessary. State law permits up to four amendments a year; however, major updates to the plan will be undertaken every five years to reflect new conditions, local attitudes and policy changes.

IX. Implementing the General Plan

As specified in each of the following elements, implementation of the General Plan will occur in many forms. Through formulation and adoption of land use policies and regulations such as the City Development Code, through the development review process conducted by the Development Review Committee and the Planning Commission, through adoption of ordinances, specific plans, financing programs, enforcement actions, and other means, the City will implement the goals and policies contained in the Plan. In order to ensure implementation and provide a measure of compliance with the Plan's directives, each element outlines specific actions to be completed by the City. Upon update of the General Plan at five-year intervals, it is intended that these actions be reviewed to ascertain the City's success in meeting General Plan goals.

Introduction

The purpose of this study is to investigate the effects of various factors on the growth and development of plants. The study was conducted over a period of six months, during which time the plants were grown under different conditions. The results of the study are presented in the following sections.

The first section discusses the methods used in the study, including the selection of plant species, the experimental design, and the data collection process. The second section presents the results of the study, showing the growth and development of the plants under different conditions.

Methods

The study was conducted using a randomized controlled design. The plants were grown in a greenhouse, and the data was collected using a series of measurements.

Results

The results of the study show that the growth and development of the plants were significantly affected by the different conditions. The plants grown under the most favorable conditions showed the highest growth rates, while those grown under the least favorable conditions showed the lowest growth rates.



City of Hesperia General Plan



Land Use Element

Introduction

I. Scope of Land Use Element

The Land Use Element for the City of Hesperia's General Plan has been prepared pursuant to California Government Code Section 65302, which requires that each city and county within the state adopt a general plan with seven mandatory elements, including land use. According to State law, the land use element "designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land." The law also requires that the element specify the standards of population density and building intensity recommended for the various districts covered by the plan. The purpose of this document and accompanying map is to comply with these State requirements, and to provide the City of Hesperia with a plan for future development which will implement the City's land use goals.

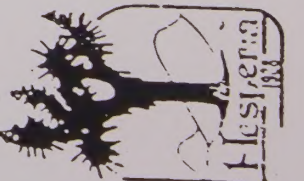
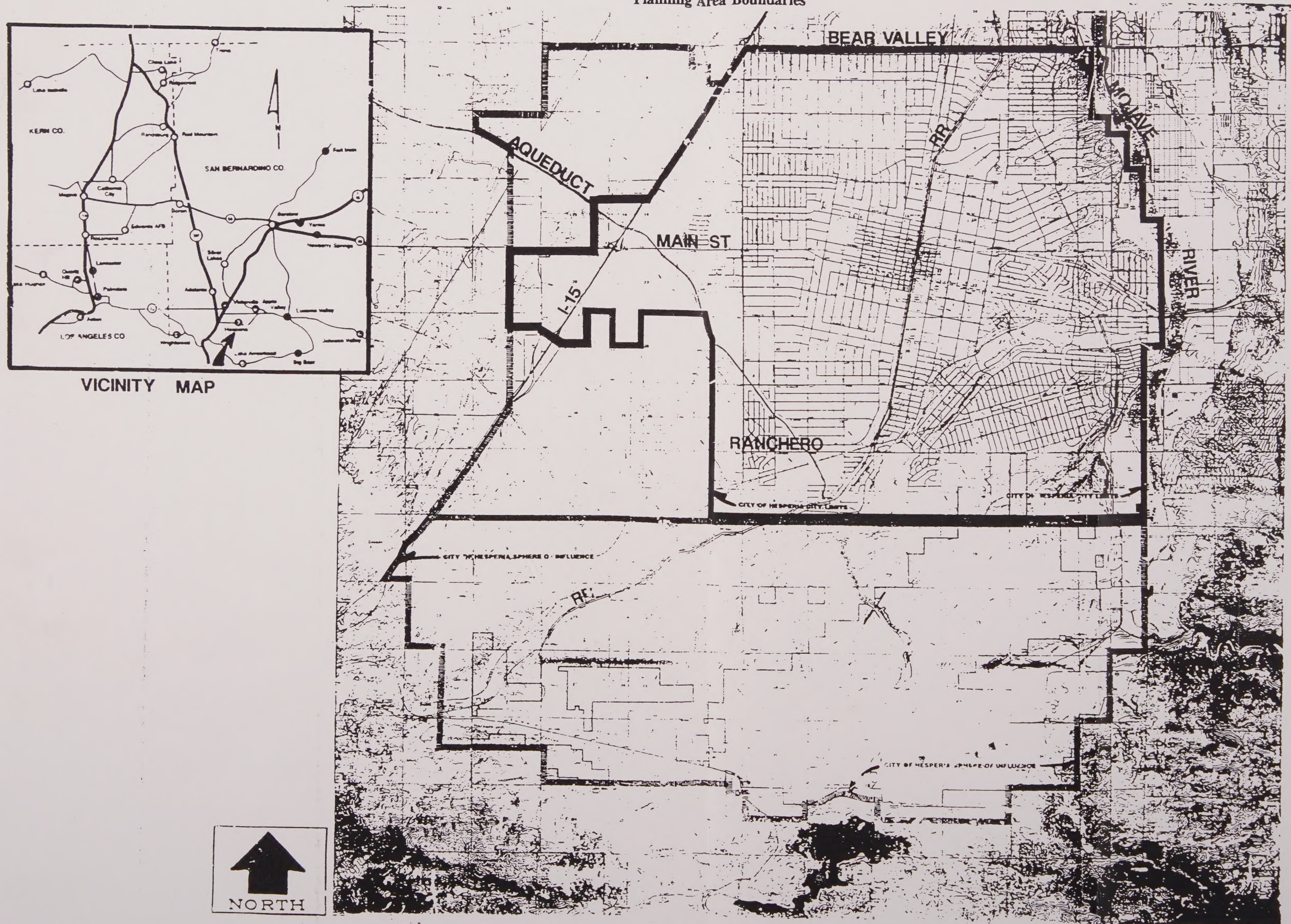
The Land Use Element contains a map and text depicting the City's long-range plans for development within its incorporated boundaries and sphere of influence areas. The land use map shows the distribution and extent of residential, commercial, industrial, public, and open space uses. The text contains the City's land use goals and policies, on which the map designations are based, along with specific actions for implementing the City's land use objectives.

The City's land use plan is based on numerous factors, including patterns of existing development, resources, hazards, circulation, infrastructure, and projected future land use needs. In order to address the impact these factors have on land use decisions, the Land Use Element is organized into chapters, each addressing a separate issue. The issues are Residential Development, Commercial Development, Industrial Development, Public Facilities and Community Design. Each of the following chapters contains a discussion of the issue as it relates to land use decisions; the City's policies regarding land use planning relative to that issue; and implementation actions and programs. Each issue, along with the policies and actions formulated for implementation, relates to the City's land use goals as stated on Page L-4.

The land use element is a policy document to guide land use decisions. The implementation of land use policies contained in this document may take a number of forms, including adoption of a City zoning ordinance, adoption of a City Development Code, and the application of conditions of approval to development projects. It should be noted that adoption of map designations, goals and policies contained in the land use element will not in itself change zoning or City ordinances. The document will, however, provide the City with a policy guide on which to evaluate future requests for zoning changes or ordinances.

As City policy, the land use element is directly applicable to the incorporated area within the adopted City boundaries. The element also includes the City's adopted sphere of influence, in accordance with Government Code Section 65300 (see Figure L-1). Land use designations within the City's sphere will serve as a guide for City recommendations to San Bernardino County regarding development proposals within the sphere; a basis for pre-zoning of sphere areas prior to annexation; a guide to master planning of infrastructure within City and sphere areas; and as a means of planning for orderly annexation to and growth within the City.

Figure L-1
Planning Area Boundaries



II. Land Use Goals

- L.G.1.* Protect and enhance the quality of life in Hesperia, by permitting planned development to occur while maintaining a healthful, safe community, with opportunities for rural, suburban, and urban lifestyles, affordable housing, support services, employment opportunities, economic development, resource conservation, and environmental protection.
- L.G.2.* Develop policies which will ensure that future development is compatible with existing uses and the desert environment, and that it will meet general social and economic needs.
- L.G.3.* Adopt land use strategies which will facilitate development of a self-contained community, with a full range of residential densities and housing types, commercial, educational, institutional, and recreational services, and job opportunities.
- L.G.4.* Accommodate population growth and associated land use development within the City of Hesperia, within the limits of the natural environment and the capacity of its infrastructure.
- L.G.5.* Protect the character of existing neighborhoods, by planning for a compatible arrangement of land uses and adopting development standards to minimize adverse impacts on adjacent land uses.
- L.G.6.* Provide for a mix of residential, commercial and industrial land uses which will generate sufficient tax revenues to pay the costs of maintaining desired levels of services and adequate infrastructure facilities.
- L.G.7.* Develop a fiscally sound and balanced land use mix and distribution, recognizing long-term commitments to both rural and urban lifestyles, to managed growth, and to a balance of jobs and housing.
- L.G.8.* Provide for a visually pleasing environment through adoption of design standards which will enhance the natural desert environment, conserve natural resources, and minimize visual clutter and blight.
- L.G.9.* Assure that future development is supported by the services required to support it, with no adverse fiscal impacts on the existing community.

- L.G. 10.* Adopt zoning and land use policies which will ensure maximum utilization of existing facilities and infrastructure within the City and Sphere of Influence.
- L.G. 11.* Discourage premature subdivision of land or designation of land use classifications which may result in development lacking public services, incompatible with the surrounding community, causing significant financial impacts to the City, or resulting in parcels of insufficient size to accommodate design considerations as contained in the General Plan and Development Code.
- L.G. 12.* Require or implement specific plans integrating land use, infrastructure, and financing of improvements, prior to permitting development of those areas designated for "planned" development on the General Plan map.
- L.G. 13.* Manage the use of land so that development occurs in an orderly and beneficial manner, sensitive to the opportunities and constraints imposed by the City's environmental, infrastructural, social and economic resources.

The following chapters address the City's plans to achieve its land use goals.

Chapter 1. Residential Development

I. Background and Planning Issues

Existing residential development within the City of Hesperia is predominantly single family detached housing on lots of one half acre or larger. According to a survey of 1353 households taken in May, 1989, almost 90 percent of Hesperia households live in single family detached units (CIC Research Inc., *A Citizen's Planning Survey for Hesperia, June 1989*). The following table summarizes the data derived from this survey regarding housing types.

Residential Dwelling Types

Type of Residence	Percentage
Single family detached	89.9
Apartment	3.9
Condo-Townhouse	1.7
Mobilehome	4.4

Most of the existing residential lots are located within the core area of the town, generally bounded by Maple Avenue and the Mojave River, and by Bear Valley Road and Ranchero Road. Within this core area, residential lot sizes have traditionally ranged from 18,000 square feet to one acre. Rural residential lots range from one to ten acres. The CIC Research report found that average residential lot size within Hesperia was approximately 39,000 square feet.

Under San Bernardino County Code regulations as adopted by the City upon incorporation, animal uses on residential lots were a function of lot size, with lots of 20,000 square feet and over permitting equestrian and other large animal uses. Subdivisions excluding equestrian uses were created with 18,000 square foot lots, primarily within the area known as the Mesa located in the southeast portion of the community. Equestrian and rural animal uses have been established on larger lots throughout the City, both north and south of Main Street, and in the residential area east of I Avenue. The community will need to address the continuation of these animal uses in a manner which is compatible with the increasing urbanization expected to occur within the core area. Recreational facilities such as equestrian trails and staging areas should be located within residential areas designated for continuation of animal uses, while other areas of town desiring a more urban environment may restrict animal uses.

Large expanses of land within the core area were subdivided into half acre, acre and two acre tracts, (see Figure L-2). Many of these lots are accessed by unpaved roads, while others lack approved legal or physical access. The configuration of these lots makes further subdivision of many of these parcels into smaller lots infeasible, due to their width to length ratio and lack of adequate access. However, the City has received numerous applications from individual lot

owners wishing to subdivide one or two acre parcels in order to create additional home sites. Future policies for these areas will need to address standards for access, flag lots, lot width, length and area, and provision of sewer and other infrastructure requirements.

Residential development within the City's sphere of influence, primarily located within the area known as Oak Hills located south of the town core and along both sides of the freeway, has generally occurred on parcels of 2 1/2 acres or larger. Many of these lots were created through sectional subdivisions approved by San Bernardino County. In many cases, these lots lack legal access over dedicated roadways, and some lots lack physical access as well. This access situation will need to be addressed by the City at the time the parcels are annexed and development occurs.

Multiple family residential uses have been established in three general areas within the community. An extensive area east of the Santa Fe Railroad and south of Main Street, extending along C and G Avenues, was designated on the County zoning map for R-3 (Multiple Family Residential) uses. This area has developed with several mobilehome parks and apartment projects.

Land adjacent to Main Street and Bear Valley Road has also been developed with apartments under the County's zoning codes. In most instances, these apartments have been developed on existing parcels of less than 300 feet in depth, at a density of approximately 15 units per acre. Consequently, linear design and lack of open space or amenities characterize these developments. An older section of town north of Main Street and west of the railroad has been developed with small single family dwellings intermixed with duplexes, triplexes, fourplexes, and scattered commercial uses. This area will require special attention to prevent deterioration due to age, lack of maintenance, and lack of infrastructure.

Since incorporation, the City has conditionally approved and continues to receive subdivision applications for lot sizes below what have traditionally been developed in Hesperia. These projects have generally been located in the areas west of Maple Avenue. Densities of four units per acre have been approved on several tentative tracts, with requirements for upgraded roads, water and sewer service, and contributions to fire, school and park services. These proposals appear to indicate a trend towards the development of more traditional single family residential subdivisions to the west of the existing core area. Easier access to the freeway and unsubdivided land facilitate these projects, which appear to be targeted towards first time home buyers and commuters.

The primary constraints to residential development within the City are lack of infrastructure and services to serve it. In addition, long term impacts on groundwater supply must be addressed in considering future residential development. The City's policy has been to require development to pay for the infrastructure needed to support it, and to mitigate its impacts on such municipal services as fire and police protection, emergency services, parks and schools.

5/16/91

Figure L-2
Existing Pattern of Parcelization

BEAR VALLEY ROAD

Land Use
Residential



SOURCE:
HESPERIA WATER DISTRICT



Sewer line extensions are also necessary for any densities exceeding two units per acre or in areas of potential groundwater contamination.

Within the core area and Oak Hills, residential densities are anticipated to remain fairly low in most areas due to existing parcel sizes and configurations, and community interest in maintaining a rural lifestyle. As land values increase and funding mechanisms such as redevelopment and assessments become more widely applied, parcel aggregation and replotting is expected to occur.

Over the near term, it is expected that single family residential tracts of four to six units per acre will continue to be proposed in the areas between Interstate 15 and Maple Avenue. However, increased development pressures to create single family tracts on lots down to 3,500 square feet in area should be evaluated by the City in terms of its overall residential policies, with regard to appropriate lot sizes, locational criteria, development standards, and amenities.

II. Residential Land Use Policies and Actions

Land Use Policy L.P.1

L.P.1 Provide opportunities for a variety of residential densities to accommodate rural and suburban lifestyles, and housing types for all economic and demographic segments of the City's population, with convenient access to public facilities, employment and shopping.

Actions:

L.P.1.a Provide for a variety of housing types and densities, through the following means:

- (1) On the General Plan Land Use Map, establish adequate areas for residential densities varying from one (1) unit per two and one half (2 1/2) acres to fifteen (15) units per acre, in order to meet the needs of projected population growth within the community.

Residential land use designations specify a range of permitted densities within each category. Actual permitted densities within each site are to be determined based upon the site's capacity to accommodate all required roads, easements, drainage facilities, setbacks, open spaces, and amenities; provision of adequate infrastructure to serve the proposed density; provision for any seismic, noise, drainage or other hazard; and other requirements of development, as identified through the review process. In no instance shall densities specified within each land use category be interpreted to be a guarantee of permitted density.

The General Plan residential land use designations are as follows:

Rural Estate (up to 0.4 du/ac)

The Rural Estate (RE) designation is intended to preserve areas for rural residential uses, at a maximum gross density not to exceed 0.4 dwellings per acre (1 unit per 2 1/2 acres). The RE district encompasses equestrian and other large animal uses, and is intended to protect rural lifestyles within the City and sphere. The designation is appropriate in areas characterized by large lot sizes and sparse single family residential development, free from environmental constraints, which have been identified for protection of rural lifestyles.

Very Low Residential (0.25 - 1.0 du/ac)

The Very Low (VL) designation is intended for single family residential uses at maximum gross densities ranging from 1 unit per 4 acres, to 1 unit per acre. Equestrian and animal uses within this designation are specified by the zone district or Equestrian Overlay designation. The designation is appropriate in areas with existing or planned development on 1 to 4 acre parcels, which are or will be served with adequate infrastructure and public facilities to support this level of development. Within areas which contain significant environmental or topographic constraints, clustering of residential uses may be encouraged to preserve natural resources and mitigate environmental impacts. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions.

Low Residential (0.75 - 2.0 du/ac)

The Low (L) designation is intended for single family residential uses at maximum gross densities ranging from 1 unit per 1.3 acres to 2 units per acre. Equestrian and animal uses within this designation are specified by the zone district or Equestrian Overlay designation. The Low designation is appropriate in areas with existing or planned single family uses on parcels ranging from an acre to a half acre in size, which are or will be served by adequate infrastructure and services to support this level of development. Within areas which contain significant environmental or topographic constraints, clustering of residential uses may be encouraged to preserve natural resources and mitigate environmental impacts. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions.

Medium Low Residential (1.5 - 4.0 du/ac)

The Medium Low (ML) designation is intended for single family residential uses at maximum gross densities ranging from 1.5 to 4 units per acre. The designation is appropriate in areas with existing or planned single family uses on lots ranging in size from one half to one quarter gross acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Within the Medium Low category, equestrian and animal uses will be permitted as specified by the zone district and Equestrian Overlay designation. Within areas which contain significant environmental or topographic constraints,

clustering of residential uses may be encouraged to preserve natural resources and mitigate environmental impacts.

Medium Residential (3.0 - 6.0 du/ac)

The Medium (M) residential designation is intended for residential uses at maximum gross densities ranging from 3 to 6 units per acre. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. The minimum permitted lot size within this designation for single family residential use is 7,200 square feet, unless otherwise specified in an approved specific plan or planned development offering a variety of lot sizes, housing types, and public amenities, a senior housing project, or other approved development plan. The Medium designation is appropriate within those areas having existing or planned residential uses at 3 to 6 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not intended within this district.

Medium High Residential (5.0 - 10.0 du/ac)

The Medium High (MH) residential designation is intended for residential uses at maximum gross densities ranging from 5 to 10 units per acre. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. The minimum permitted lot size within this designation for single family residential use is 7,200 square feet, unless otherwise specified in an approved specific plan or planned development offering a variety of lot sizes, housing types, and public amenities, a senior housing project, or other approved development plan. The Medium High designation is appropriate within those areas having existing or planned residential uses at 5 to 10 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not

intended within this district.

High Residential (8.0 du/ac - 15.0 du/ac)

The High (H) residential designation is intended for residential uses at maximum gross densities ranging from 8 to 15 units per acre. Housing types may include townhouses, condominiums, duplexes, triplexes, apartments or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. The High designation is appropriate within those areas having existing or planned residential uses at 8 to 15 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not intended within this district.

Planned Mixed Use

The Planned Mixed Use (PMU) designation is used for selected areas which merit special planning attention and approaches which go beyond General Plan policies at the City-wide scale. Typical cases include: 1) areas in which regulatory Specific Plans are already adopted (Rancho Las Flores); and 2) areas in which there is significant and appropriate pressure for intensification of use, such as along the Interstate freeway corridor. The preferred means for implementing the PMU designation is generally through a regulatory Specific Plan, adopted by ordinance as zoning. This preference for a Specific Plan is based upon its ability to: 1) include a detailed implementation program, including facility phasing and funding; 2) carefully prescribe balancing of development and open space within a planning area in an economically feasible manner; 3) provide special regulations that are responsive to unique local conditions; and 4) allow flexibility necessary for long range planned community projects.

The PMU designation is intended to facilitate master planning of residential communities which contain supportive commercial, office, or light industrial uses, in order to provide employment and shopping opportunities for residents. Gross density within residential portions of the PMU designation shall not exceed four (4) dwelling units per acre; however, units may be clustered through density transfers in order to

however, units may be clustered through density transfers in order to permit innovative site planning techniques.

Planned residential communities within the PMU designation shall include provisions for public and private open space and community facilities as determined through the development review process. A minimum of five (5) acres per thousand population shall be provided in active, maintained recreational areas as approved by the Hesperia Recreation and Park District; natural or passive open space, exclusive of private yard areas, shall be provided as approved by the reviewing authority. All commercial or industrial uses within the PMU designation shall be adequately buffered and separated from existing or planned residential uses, both within and outside of the planned community.

Special Development

The Special Development (SD) designation is used for selected areas which merit special planning attention and approaches which go beyond General Plan policies at the City-wide scale. The SD designation is placed upon areas within Summit Valley and Oak Hills which, due to lack of infrastructure and public services, topography, environmental sensitivity, and development constraints, require comprehensive planning prior to development. As with the Planned Mixed Use designation, the preferred means for implementing the SD designation is generally through a regulatory Specific Plan, adopted by ordinance as zoning. This preference for a Specific Plan is based upon its ability to: 1) include a detailed implementation program, including facility phasing and funding; 2) carefully prescribe balancing of development and open space within a planning area in an economically feasible manner; 3) provide special regulations that are responsive to unique local conditions; and 4) allow flexibility necessary for long range planned community projects.

Other than single family dwellings on existing lots, gross density within residential portions of the SD designation shall not exceed one (1) dwelling unit per acre. However, upon preparation, review and adoption of a comprehensive Specific Plan, a higher density may be established based upon environmental, topographic, and infrastructural capacity of the land as defined by supporting documentation. With approval of such Specific Plan, a General Plan Amendment shall be approved to amend the land use designation to Planned Mixed Use.

Planned residential communities within the SD designation shall include provisions for public and private open space and community facilities as determined through the development review process. A minimum of five (5) acres per thousand population shall be provided in active, maintained recreational areas as approved by the Hesperia Recreation and Park District; in addition, natural or passive open space, exclusive of private yard areas, shall be provided as approved by the reviewing authority. All commercial or industrial uses within the SD designation shall be adequately buffered and separated from existing or planned residential uses, both within and outside of the planned community.

L.P.1.b Provide for flexibility in provision of housing types, styles, and standards, through the following means:

- (1) In the Development Code, adopt policies encouraging innovative residential development through the residential specific plan process, which provides for flexibility in design and setting standards such as setbacks, yards, and building relationships.
- (2) Permit density transfers and clustering as a means of achieving more efficient housing construction and providing areas of usable common open space.
- (3) Provide opportunities for density bonuses for affordable housing, pursuant to State law.
- (4) Encourage development of increased housing opportunities for senior citizens, including facilities with a range of housing types and levels of care, through adoption of flexible design standards in the Development Code.
- (5) Adopt standards for single family residential housing, including manufactured homes, secondary and dependent units, which will provide affordable housing opportunities while ensuring compatibility with existing neighborhoods.
- (6) Establish a minimum lot size of 7,200 (seven thousand two hundred) square feet for single family residential subdivisions approved without a comprehensive development. Within planned residential communities offering a variety of lot sizes, structure types, and public amenities, allow single family residential lots of less than 7,200 (seventy-two hundred) square feet, if developed in accordance with adopted minimum standards,

including but not limited to habitable area, public and private open space, setbacks, building separations, architectural variety, site amenities and provision of infrastructure, in accordance with an adopted development plan.

L.P.1.c Assure that residential development is supported by the necessary municipal services, through the following means:

- (1) Establish residential designations on the General Plan which have good road access, and which are or can be served with water, utilities, and community facilities.
- (2) Through the development review process, ensure that all proposed residential subdivisions are provided by the developer with the necessary utilities and road improvements, and that all impacts on community facilities are adequately mitigated.
- (3) Encourage infill of residential lots, in order to maximize use of existing infrastructure.
- (4) Require that residential development be sewerred or provided with approved septic systems that meet minimum density criteria as established by the Lahontan Regional Water Quality Control Board.

L.P.1.d Assure compatibility between various housing types and densities, through the following measures:

- (1) Through the development review process, require that new development be designed so as to avoid adverse land use, circulation, or environmental impacts on existing residential development.
- (2) Require that the design and location of new residential development meet locational and development standards that ensure compatibility with adjacent land uses and community character.
- (3) Require sufficient setbacks between animal uses and adjacent structures to assure compatibility between rural residential and non-rural residential uses.

- (4) Require that zone change requests which will alter the character and intensity of use within existing residential neighborhoods be accompanied by a plan for development, whenever feasible, in order to ensure mitigation of impacts on existing uses.

L.P.1.e Assure the preservation of rural lifestyles within the Hesperia community, through the following measures:

- (1) Provide for a variety of animal and accessory uses in the rural residential zone districts, in order to preserve and enhance the rural lifestyle.
- (2) Retain the lot area requirement of 20,000 square foot minimum for equestrian uses, in order to assure land use compatibility within existing neighborhoods.
- (3) Encourage low density residential development in rural areas, in order to minimize the need for increased public infrastructure.
- (4) On the General Plan Land Use Map, designate lower densities within rural areas, scenic areas, and areas subject to natural hazards.
- (5) Develop and designate an Equestrian Overlay district, to preserve and protect equestrian uses in areas of the community which are or will be committed to that use, and which will provide for the following:
 - (A) The keeping and protection of animals on private property, including equine, bovine, cleft-hoofed animals, and poultry;
 - (B) That all development within the area must relate to existing and future areas occupied by such animal uses, by providing trail connections through easements, in order to connect disconnected trails and to provide access to recreational activities;
 - (C) That all trail easements shall be maintained through an active program of weed abatement, in a neat and orderly manner, on all developments.

L.P.1.f Provide multiple family housing that is safe, attractive, compatible with the community, and supported by all necessary services, through the following measures:

- (1) Provide opportunities for multiple-family housing that is diverse, attractive, sensitive to the environment, supported by the required services, and responsive to the needs of the community.
- (2) Designate areas on the General Plan Land Use Map for multiple-family residential use which are accessible to major roads, water service, utilities, schools, and other public services.
- (3) Evaluate multiple family housing proposals with respect to potential adverse impacts from flooding, seismic hazard, unstable soils, noise, groundwater degradation, or other environmental impact, and condition feasible projects with appropriate mitigation measures.
- (4) Provide opportunities for multiple family housing types throughout the community, in order to avoid a concentration of higher densities in any one area of the community, and minimize adverse impacts on the circulation system or community facilities.
- (5) Through land use designations and design review, provide for adequate buffer areas between multiple family uses and other uses in order to ensure compatibility with adjacent uses.
- (6) Encourage the transition of existing multiple residential uses out of areas in which they are incompatible with existing or planned commercial/industrial uses.
- (7) Designate areas for multiple family residential housing which are of sufficient parcel size to accommodate such uses, and all required setbacks, open space, easements, infrastructure, and amenities.
- (8) Employ strategies to improve circulation and infrastructure support in areas of existing higher residential densities on a case by case basis.
- (9) Adopt development and design standards for multiple family development which will create a safe, convenient, attractive environment with public and private open space, and recreational or site amenities.

III. Residential Land Use Implementation Measures

Residential policies will be implemented through the following measures:

- L.I.1* Adoption of the General Plan Land Use Map, which shows sufficient land of varying residential densities, in suitable locations protected from incompatible uses and hazards, to meet anticipated residential housing needs.
- L.I.2* Formulation and adoption of a City Zoning Ordinance, containing a zoning map showing parcel-specific residential zone designations consistent with the General Plan map and text.
- L.I.3* Formulation and adoption of a City Development Code, containing standards for site design, use compatibility, access and circulation, lot sizes and dimensions, and other development regulations designed to ensure public health, safety and welfare in residential areas.
- L.I.4* Implementation of the development review process by staff, the Development Review Committee, Planning Commission and City Council as needed, to ensure that residential subdivisions and development plans conform to City policies and regulations, and State requirements.
- L.I.5* Adoption and implementation of uniform codes for building and fire protection, in order to ensure safe residential construction practices.
- L.I.6* Enforcement of all applicable codes through a continuing program of Code Enforcement.
- L.I.7* Adoption of an Equestrian Overlay District to preserve rural lifestyles in appropriate areas.
- L.I.8* Adoption and implementation of the Housing Element, to provide adequate housing opportunities to all segments of the community's population.

Chapter 2. Commercial Development

I. Background and Planning Issues

Existing commercial uses within the City are primarily located along major arterials, and are developed in a linear pattern. Main Street from 11th Avenue to I Avenue, the south side of Bear Valley Road, and scattered commercial uses along Hesperia Road and the freeway are constrained to some extent by the existing pattern of parcelization. Land in these areas has been subdivided into individual lots, most of which do not exceed 300 feet in depth and many of which are less than 100 feet in width. Along Main Street, in the downtown area, some lots are as narrow as 25 feet (see Figure L-2).

This subdivision pattern has necessitated the merging of several smaller lots into larger parcels in order to facilitate the construction of larger commercial centers, and has severely curtailed the ability of developers to attract major retail outlets, which generally locate in regional centers of 20 to 40 acres. In addition, the parcel patterns have caused increased congestion on the City's major arterials due to the proliferation of curb cuts, driveway entrances, and cross traffic from turning movements.

These constraints should be addressed by the City in future plans for commercial development. Along Main Street and Bear Valley Road, requirements for parcel aggregation, shared driveways, and median islands to limit turns should be addressed in the General Plan and development regulations. Additionally, opportunities for large scale commercial development within areas which have remained in large parcels should be investigated, particularly along the I-15 and Hwy 395 corridors.

To assess the City's existing development and future needs for office and retail space, the City retained Alfred Gobar Associates, Inc., an economic consulting firm. The consultants addressed commercial, office, and industrial space within the City and competing service areas (Alfred Gobar Associates, Inc. *Hesperia General Plan Input Data, August, 1989*). Existing square footage of developed area, vacancy rates, retail sales, sales tax revenues and absorption rates were analyzed.

Based on their analysis of commercial uses, the consultants summarized their findings regarding Hesperia's commercial uses as follows:

- o About \$99.0 million in taxable retail sales potential represented by the expenditures of the population of the City of Hesperia flows to other areas - primarily Victorville. Outleakages are most evident in the auto sector, general merchandise, restaurants, and apparel. These tend to be regionally oriented purchases that flow to the strongly anchored shopping centers located along Bear Valley Road, including the Mall of Victor Valley.
- o Hesperia's retail sector exhibits the highest level of competitive efficiency in the convenience goods sector - food stores, drug stores, and service stations.
- o The amount of retail floor space currently under construction, approved, planned, or proposed for development in the study area (which includes the City of Hesperia and a two-mile strip along the north side of Bear Valley Road) represents retail floor space capacity consistent with population increase of about 60,000 persons. Over 10 percent of the existing retail floor space was vacant when surveyed.
- o The most significant potential opportunity to increase the City of Hesperia's taxable retail sales relates to the possibility of developing a new auto plaza in the city, preferably at a location with freeway access and visibility.
- o Existing office space in Hesperia exhibits a vacancy rate of 7.62 percent. Over the last three years, office space has been absorbing at approximately one acre per year (14,600 square feet per year of leasable area).

Based on their analysis, the consultants recommended that future land planning for commercial uses within the City should recognize the potential that exists along Interstate 15, in terms of parcel sizes, freeway visibility and access, and establishment of uses such as automobile or regional mall facilities, which will attract consumers from a wider trade area.

Existing, planned, and approved commercial development within Victorville on the north side of Bear Valley Road represents a competitive market against which it will be difficult for Hesperia to compete, given the constraints of lot width and depth along the south side of the street. In addition, the consultants recommended against over designating commercial land in relation to projected needs of the planned residential population. Such over designation could result in high vacancy rates, decreased land values, general devaluation of commercial property throughout the City, and blighted areas. They recommended that the City encourage lot consolidation wherever possible, and encourage establishment of retail space outside of the convenience food, drug and service station sector, which is already highly represented within the City. In addition, commercial land use designations should take maximum advantage of larger parcel sizes and highway access along Interstate 15 and Highway 395.

II. Commercial Land Use Policies and Actions

Land Use Policy L.P.2

L.P.2 Promote balanced, efficient commercial development that is functional, safe, attractive and convenient to users, and which will strengthen the local economy.

Actions:

L.P.2.a On the General Plan Land Use Map, provide adequate commercial designations to serve local neighborhood needs as well as regional and highway commercial needs, including opportunities for a wide range of services, retail, and wholesale functions, through the following measures:

- (1) Provide opportunities for home occupations within residential areas, as regulated by the Development Code.
- (2) Designate nodes of commercial designations at the intersections of major arterials within residential areas, to provide for the neighborhood commercial needs of these areas; require a spacing of at least one half mile between such nodes.
- (3) Designate larger commercial areas for general commercial uses within those areas which are or will be committed to these uses, including portions of Main Street, Bear Valley Road, and the I-15 and Hwy 395 corridor areas.
- (4) Designate areas for planned regional commercial uses which benefit from close proximity to Interstate 15 and State Highway 395, have large parcel sizes, and which because of lack of adequate road access and infrastructure should be developed through a comprehensive specific plan process.
- (5) Designate areas for office professional uses which have good access to arterial streets and which are protected from encroachment by incompatible uses.
- (6) Designate an area for those commercial uses which are incidental to and supportive of industrial uses, within the Industrial/Commercial designation bounded by Bear Valley Road, Main Street, Santa Fe East Avenue and 'I' Avenue.

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- (7) The General Plan commercial land use designations are as follows:

Commercial

The Commercial (COM) designation is designed to permit a wide variety of neighborhood, general, office and retail uses. Specific uses within each designation are listed in the underlying zone district.

In general, neighborhood commercial uses should be located on sites of 15 acres or less, within or adjacent to residentially-designated areas, and at intersections of collector or arterial streets. Uses within neighborhood commercial areas should include convenience-type goods and services, intended to provide for the daily (short-term) needs of surrounding residential neighborhoods. Site design should incorporate effective internal circulation for both vehicular and pedestrian traffic, as well as buffering from adjacent residential uses.

General commercial uses should be located with access from arterial streets, with a minimum site size of five (5) acres (including all parcels so designated). Goods and services of a general nature, intended to meet both short and long-term needs of the City's population, should be targeted in these areas. Site design within general commercial use areas should include effective internal circulation, designed to minimize traffic impacts on adjacent arterial streets.

Regional commercial uses should have access from major highways or arterials, and be of a size and configuration to facilitate development of businesses attracting consumers from a regional market area. Minimum site area for a development project within a regional commercial area should be ten (10) acres. Site design should incorporate internal circulation so as to minimize traffic impacts on adjacent streets and highways.

Office Professional

The Office Professional (OF) designation is designed to accommodate businesses offering a wide variety of services in an office environment. These services may include personal, business, legal, medical, dental, real estate, insurance, and supportive functions to the business community. The OF district is not intended for general retail sales. Traffic volumes and off-site impacts within the OF district are generally less than in

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commercial areas. Consequently, the OF district may be appropriate as a transitional use between residential and higher intensity use categories. Where adjacent to residential areas, OF site designs should incorporate adequate buffering to minimize impacts on residents. OF districts should have adequate access, and should generally be located on the periphery of residential areas, or within business or commerce areas.

Planned Commerce Development

The Planned Commerce Development (PCD) designation is intended to protect and maintain land in large acreages for ultimate development as planned business park sites. Anticipated uses within the PCD district include regional office headquarters, convention centers, and large scale office buildings, along with necessary support functions. The PCD district is designed to serve as a regional employment base, and to attract users from a regional market area. Internal circulation and conceptual planning within the PCD area should be developed comprehensively, in order to assure adequate infrastructure and more efficient use of the land and existing regional highway system. Because of its intent as a regional business center, the PCD should be planned in areas with major highways or arterials, such as the I-15 and Hwy 395 corridors.

Commercial/Special Development

The Commercial/Special Development (C/SD) designation is intended to protect and maintain land for ultimate development as a regional commercial uses, including but not limited to, a regional retail mall and supportive businesses and services, regional distribution facilities, corporate offices, and entertainment facilities. The C/SD designation is intended to draw from a regional market area, including areas within a radius of ten to fifteen miles. The designation is appropriate in locations having regional accessibility from state, interstate and arterial routes. The intent of the designation is to provide for comprehensive planning, including circulation, infrastructure, financing, and design, through a specific plan or equivalent planning process.

L.P.2.b

Adopt land use strategies that will increase the efficient use of commercial land and minimize adverse impacts, such as traffic generation, noise, and glare, or potential groundwater contamination, through the following measures:

- (1) On the General Plan Land Use Map, designate commercial areas in nodes or centralized areas wherever possible; discourage linear commercial

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development of shallow depth along streets or highways, when it can be shown that it would impair traffic flow, detract from the visual quality of the community, or if equally effective development may be achieved in an alternate configuration.

- (2) Where existing commercial uses have developed in a strip fashion, such as along Main Street and Bear Valley Road, assure that future commercial development will have adequate parking, access, internal circulation, setbacks, and area, through the following strategies:
 - (A) Encourage lot consolidation wherever possible;
 - (B) Encourage the use of shared parking and access wherever possible;
 - (C) Widen the commercial designations to include a full block, rather than frontage lots only, where appropriate and feasible.
- (3) Encourage the transition of incompatible uses out of areas designated for commercial uses.
- (4) Utilize the Office Professional and High Residential land use designations as buffer areas between commercial and single family residential areas, where appropriate.
- (5) Adopt standards for commercial development to assure its compatibility with adjacent uses and its enhancement of the visual character of the Hesperia community, including but not limited to standards for setbacks, walls, landscaping, grading, lighting, noise, site design, signage, architecture, and screening.
- (6) In order to promote viable commercial development while minimizing adverse impacts on adjacent existing or planned uses and on the circulation system, adopt the following policies:
 - (A) In consideration of proposed changes to the land use or zoning maps to permit office or commercial development, total site area (including all affected parcels) should be as follows:
 - (i) Neighborhood uses: minimum of 2-1/2 acres, or as approved by the City Council;

- (ii) General uses: minimum of 5 acres, or as approved by the City Council;
 - (iii) Regional uses: minimum of 10 acres, or as approved by the City Council.
- (B) In consideration of development proposals within existing commercially-designated areas, require the following design considerations through the development review process, where feasible:
- (i) Shared driveway access and/or parking;
 - (ii) Design of internal circulation system, including both vehicular and pedestrian access-ways, which will serve adjacent parcels without impacting the public right-of-way;
 - (iii) Orientation of buildings so as to permit free flow of users between adjacent parcels;
 - (iv) Continuity of design features, including but not limited to architecture, materials, landscaping, signage, paving enhancement, walls or fences, light standards, benches and other street furniture, or other features of site design, between adjacent parcels, so as to encourage a more cohesive appearance within commercial areas.
- (7) Restrict commercial development in areas where it would conflict with established uses, and adopt standards for specific commercial uses having the potential to create land use conflicts, to mitigate such conflicts through regulation of their location and development.
- (8) Allow new commercial or office development on septic systems for interim use only, as regulated by the Lahontan Regional Water Quality Control Board, and condition such development to provide dry sewer capability and to agree to participate in future sewer connection when available.

- (9) Require that zone change requests to commercial and office professional designations be accompanied by a plan for development in order to ensure compliance with City policies on the site, whenever possible.

L.P.2.c

Provide for a balance between commercially designated land and other land use classifications, in order to meet the needs of the Hesperia community while maintaining the value and integrity of commercial areas.

- (1) On the General Plan Land Use Map, designate commercial uses in an amount appropriate to the projected residential growth of the Hesperia community, based upon demand estimates for commercial land relative to population patterns.
- (2) In evaluating future requests for additional commercial designations, consider fiscal and economic impacts on the City and on existing commercial land.

L.P.2.d

Promote commercial development within Hesperia which will enhance the City's economic base and provide employment opportunities, through the following means:

- (1) Use of a variety of funding mechanisms available to the City to enhance and improve existing commercial areas which are blighted due to lack of adequate infrastructure.
- (2) Provision of incentives to developments which demonstrate that they will improve the economic base or provide employment opportunities.
- (3) City initiation of Specific Plans for the Main Street Corridor, the Industrial/Commercial area east of the railroad and north of Main Street, and the I-15/Hwy 395 Corridor areas; these specific plans will address land use, design, and provision and financing of infrastructure, in order to increase opportunities for economic development within the City.
- (4) Establishment of a City Office of Economic Development to coordinate promotion and enhancement of economic opportunities within the community.

III. Commercial Land Use Implementation Measures

Commercial land use policies will be implemented through the following measures:

- L.I.9* Adoption of the General Plan Land Use Map, which shows sufficient land designated for neighborhood, regional, service, community and highway commercial uses to serve anticipated residential development within the City and regional service area.
- L.I.10* Formulation and adoption of a City Zoning Ordinance, containing a zoning map showing parcel-specific zone designations consistent with the General Plan map and text, specifying parcels designated for neighborhood commercial, general commercial, commercial manufacturing, and office professional uses.
- L.I.11* Formulation and adoption of a City Development Code, containing standards for site design, use compatibility, access and circulation, lot sizes and dimensions, and all other development regulations designed to ensure public health, safety and welfare in commercial areas. The Code will establish requirements to encourage lot consolidation for commercial uses through establishment of minimum site area requirements and limitation of access points onto major arterials.
- L.I.12* Site design review through the development review process by staff, the Development Review Committee, Planning Commission and City Council as needed, in order to ensure compliance with City policies and regulations, and State requirements.
- L.I.13* Adoption of uniform codes for building and fire protection, in order to ensure safe commercial construction practices.
- L.I.14* Enforcement of all applicable codes through a continuing program of Code Enforcement.
- L.I.15* Establishment of City redevelopment and economic development programs to assist and coordinate City economic development efforts.
- L.I.16* City coordination of infrastructure improvements needed to support and attract commercial development.
- L.I.17* Preparation of Specific Plans to address land use, infrastructure, financing and design issues for Main Street, Interstate 15, and the Industrial/Commercial area west of I Avenue.

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Chapter 3. Industrial Development

I. Background and Planning Issues

Most of the City's existing industrial uses are located within an area bounded by Bear Valley Road on the north, Main Street on the south, the Santa Fe Railroad on the west, and 'I' Avenue on the east. This area contains scattered industrial uses along with contractor's yards, wholesale trade in building materials, trucking and distribution facilities, concrete batching, metal fabrication, and similar uses. Along 'I' Avenue, several retail commercial businesses have also been established.

The majority of this area is unsewered at the present time. Sewer trunk lines are in place along 'I' Avenue, Lemon Street, and Main Street, but extensions into the industrial area are limited. In addition, the area is deficient in paved roads and drainage facilities. Further development of this industrial area will require the establishment of financing mechanisms and programs to construct needed infrastructure.

In addition to existing industrial areas, an opportunity exists to establish additional industrial uses along the major transportation corridors of Interstate 15 and State Highway 395. Larger parcel sizes and access to these routes, as well as proximity to potential regional transport facilities associated with the reuse of George Air Force Base and the proposed high speed train connecting Southern California with Nevada, give this area potential for future industrial development.

The report prepared by Alfred Gobar Associates, cited previously, also addressed industrial conditions and needs within the City. In June of 1989, the City contained a total of 1.5 million square feet of industrial space, with a vacancy rate of 11.5 percent. Freestanding industrial buildings generally were found to have lower vacancy rates than those located in industrial parks. Over 530,000 square feet (approximately one third) of the industrial space within the City consists of metal buildings; these facilities had the highest vacancy rate (15.13 percent). The consultants also found that many of the tenants in industrial space are commercially-oriented uses, rather than industrial. Average absorption of industrial space over the last three years has been 51,600 square feet per year, or about three developed acres per year.

II. Industrial Land Use Policies and Actions

Land Use Policy L.P.3

L.P.3 Promote industrial development within the City which will expand its tax base and provide a range of employment activities, while not adversely impacting the community or environment.

Actions:

L.P.3.a Protect those land areas best suited for industrial activity by virtue of their location, parcel size, accessibility, infrastructure, and other criteria, from encroachment by residential and other incompatible uses, through the following measures.

- (1) On the General Plan Land Use Map, designate substantial areas for industrial uses which have good freeway, highway, rail or air access; may be served by water, sewer, and utilities; contain large, developable parcels; and are not adjacent to or do not contain incompatible uses.
- (2) Discourage enlargement or further encroachment of incompatible uses into or adjacent to designated industrial land, when it can be shown that such uses may ultimately impede development of industrial uses, and that such uses may be established elsewhere in the planning area.
- (3) The General Plan industrial land use designations include the following:

Industrial

The Industrial (IND) designation is intended to permit the establishment of manufacturing and related uses within the City, in areas which are protected from encroachment by incompatible residential and retail commercial uses. This district permits the heaviest types of manufacturing and industrial uses, subject to the regulations of the underlying zone district.

Industrial districts are appropriate in areas having or planned to have adequate sewer, water, transportation, drainage, utilities, and public services available to meet anticipated needs of this type of development.

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Where possible, industrial areas should be separated from residential areas by natural or manmade barriers, such as drainage courses, utility easements, railroad tracks, or major arterials. Adequate land use and design buffers to mitigate impacts of truck traffic, noise, emissions, and other potential land use conflicts, must be addressed through the design review process within the Industrial designation.

Industrial/Commercial

The Industrial/Commercial (IND/COM) designation is intended to include lighter manufacturing and industrial uses, along with supportive commercial establishments which are incidental to the primary industrial use of the property.

Wholesale or retail sale of industrial supplies, transportation equipment, building equipment and materials, and similar uses may be permitted, along with manufacturing uses, in this district. In addition, supportive commercial uses such as restaurants or convenience markets, which serve consumers within the industrial area, may be allowed. However, the IND/COM designation is not intended for general commercial uses, either of a retail or service nature, which will attract non-industrial users and vehicular traffic into the industrial area.

L.P.3.b

Provide incentives for location of industrial uses within the City which will have a demonstrated benefit to the City through enhanced tax or employment bases, by the following means:

- (1) Utilize alternative financing mechanisms available to the City, including redevelopment, to assist in provision of infrastructure to industrial areas which are blighted due to lack of utilities and public facilities.
- (2) Identify opportunities and demands for industrial uses, based on anticipated absorption and development trends.
- (3) Facilitate formation of assessment districts and other financing methods to assist in provision of needed infrastructure to support new industrial development.
- (4) Provide incentives to industrial developments when it can be demonstrated that such proposals will result in benefits to the City.

L.P.3.c

Assure compatibility of industrial development with adjacent uses, through the following measures:

- (1) Adopt minimum development standards for industrial uses, to ensure compatibility with adjacent uses and visual quality from adjacent rights-of-way, including but not limited to standards for screening of outdoor storage, locations of loading and refuse disposal areas, height, bulk, impervious surface area, architectural enhancement, landscaping, setbacks, and other measures as deemed appropriate.
- (2) On the General Plan Land Use Map, provide buffer areas of less intensive uses between industrial designations and residential designations.
- (3) Require that zone change requests to industrial designations be accompanied by a plan for development, whenever feasible, in order to ensure compliance with City policies on the site.

L.P.3.d

Minimize adverse environmental or fiscal impacts from industrial development, through the following measures:

- (1) In the Development Code, adopt minimum parcel sizes for industrial uses.
- (2) Allow new industrial development on septic systems for interim use only, as regulated by the Lahontan Regional Water Quality Control Board, and condition such development to provide dry sewer capability and to agree to participate in future sewer connection when available.
- (3) Require that new industrial uses meet emissions requirements of the Air Quality District.
- (4) Through the development review process, ensure that traffic impacts related to each project are mitigated by the project developer.
- (5) Adopt standards for storage, handling and disposal of hazardous materials.
- (6) Adopt performance standards for noise, odors, emissions, vibrations, glare, radiation, and other potential impacts of industrial development.

III. Industrial Land Use Implementation Measures

Industrial land use policies will be implemented through the following measures:

- L.I.18* Adoption of the General Plan Land Use Map, which shows sufficient land designated for community and regional industrial development to meet anticipated needs within the City and regional service area. The General Plan industrial land use designations include the following:
- L.I.19* Formulation and adoption of a City Zoning Ordinance, containing a zoning map showing parcel-specific zone designations consistent with the General Plan map and text, specifying parcels designated for commercial manufacturing, regional industrial, and community industrial uses.
- L.I.20* Formulation and adoption of a City Development Code, containing standards for site design, use compatibility, access and circulation, lot sizes and dimensions, and all other development regulations designed to ensure public health, safety and welfare in residential areas. The Code will establish requirements to encourage lot consolidation for industrial uses through establishment of minimum site area requirements and limitation of access points onto major arterials, and will contain performance standards for all industrial uses in order to mitigate environmental and community impacts.
- L.I.21* Development review of all proposed industrial sites by staff, the Development Review Committee, the Planning Commission, and City Council as needed, in order to ensure compliance with City policies and regulations, and State requirements.
- L.I.22* Adoption of uniform codes for building and fire protection in order to ensure safe industrial construction practices.
- L.I.23* Enforcement of all applicable codes through a continuing program of Code Enforcement.
- L.I.24* Establishment of a City redevelopment program to assist and coordinate City economic development efforts.
- L.I.25* City coordination of infrastructure improvements needed to support and attract industrial development.

L.I.26

Preparation of Specific Plans to address land use, infrastructure, financing and design issues for planned commerce uses along Interstate 15, and the Industrial/Commercial area west of 'I' Avenue.

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Chapter 4. Public Facilities

Future development within the planning area will require coordination of land use planning with provision of roads, sewers, water distribution and storage, drainage facilities, law enforcement, fire protection, and community facilities. This Chapter of the Land Use Element contains background information, policies, and implementation programs for land use as it relates to infrastructure and public services within the City. The Chapter addresses water distribution, sewer service, drainage facilities, utilities, schools, law enforcement, fire protection, parks and recreation, and community facilities. Streets and highways are addressed in the Circulation Element of the General Plan.

In addition to availability of infrastructure, the location of major transportation, communication and drainage facilities have contributed to the City's existing pattern of development (see Figure L-3). Interstate 15, the California Aqueduct, the railroads, and several public utility easements containing electrical transmission corridors have presented barriers to movement within the community. The Atchison Topeka & Santa Fe railroad bisects the town from north to south, effectively severing the flow of traffic circulation from east to west. Access over the railroad is available only via Bear Valley Road and Main Street. Future planning for the City must address additional crossings of these tracks, both to serve residential development in the southern portion of the community and to serve industrial development between Main Street and Bear Valley Road.

The California Aqueduct traverses the planning area from northwest to southeast, through Summit Valley and into Lake Silverwood. Circulation across the aqueduct is limited on many local and collector streets; arterial crossings exist at Main Street, Mesquite Street, Maple Avenue and Ranchero Road. The Aqueduct presents constraints to local circulation and drainage, as surface runoff must be conveyed over the Aqueduct by means of overshoots. These issues should be addressed through the development review process.

Several high-tension power lines cross the City and sphere areas. Some of these are owned by Southern California Edison, and others represent public utility easements over private property. These areas have potential for certain recreational, horticultural, and other similar open space uses, such as for Joshua tree preservation, and may be incorporated into a regional trail system. The location of these power lines may also impact the circulation system.

Additional features which may influence future development patterns are various washes located throughout the planning area. These washes generally trend from southwest to northeast, conveying surface runoff from the foothills into the Mojave River. The Oro Grande Wash in the West Hesperia Sphere area west of Interstate 15, the Antelope Valley Wash in the southeast quadrant of the City, and the east branch of the Oro Grande Wash located east of and parallel to the freeway, represent areas with potential for passive and active open space. Portions of

these washes may require channelization as development occurs. As with the features mentioned above, they may limit circulation patterns and impact land uses as well.

Future planning for land use within the City should address both availability of public infrastructure and services, and sensitivity to the constraints posed by locations, uses, noise, hazards, or barriers to movement inherent in public utility uses and transportation corridors.

I. Background and Planning Issues

Water Distribution and Sewer Service

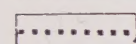
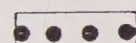
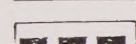
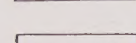
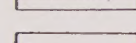
The water purveyor within Hesperia's city limits is Hesperia Water District, formed in 1975 as a self-governed special district from a portion of Victor Valley County Water District. The District and the City of Hesperia have agreed to incorporate the District into the City as a subsidiary district. Hesperia Water District has water and sewer powers, and is a member of Victor Valley Wastewater Reclamation Authority (VWWRA), the Joint Powers Authority which manages the regional sewage treatment plant.

The District's existing water system serves an area of approximately 57 square miles with 16,146 service connections, of which 95 percent are residential (see Figure L-3). The remaining connections are for commercial, industrial, public and agricultural users. Average daily demand is 175 gallons per capita per day for residents, and 1,500 gallons per acre per day for industrial and commercial uses. The District maintains a fire flow standard of 1,200 to 1,500 gallons per minute for two hours, and the District's storage requirements reflect its fire flow standards.

The District's water source is groundwater from 14 wells located within the District; two more are scheduled to come on line in the near future. In 1984, the District completed a Water Master Plan which established a schedule to upgrade the system and meet anticipated water needs through year 2005. The District is actively engaged in upgrading its aging and undersized water lines, and providing additional storage and production, using funds from assessment districts, bonds, and connection fees.

The water purveyor within unincorporated areas of the City's sphere of influence is County Service Area 70, Improvement Zone J (see Figure L-3). Zone J is presently constructed so as to serve relatively low density residential development (one unit per two and one half acres), and in many areas lacks sufficient water pressure needed for fire flow. It is anticipated that as sphere areas are annexed into the City, these areas will be detached from Zone J and annexed into the Hesperia Water District.

LEGEND

-  WASHES
-  POWER LINE EASEMENTS
-  RAILROADS
-  CITY LIMIT LINE
-  WATER DISTRICT BOUNDARY LINE
-  SPHERE OF INFLUENCE
-  IMPROVEMENT ZONE "J" C.S.A. 70

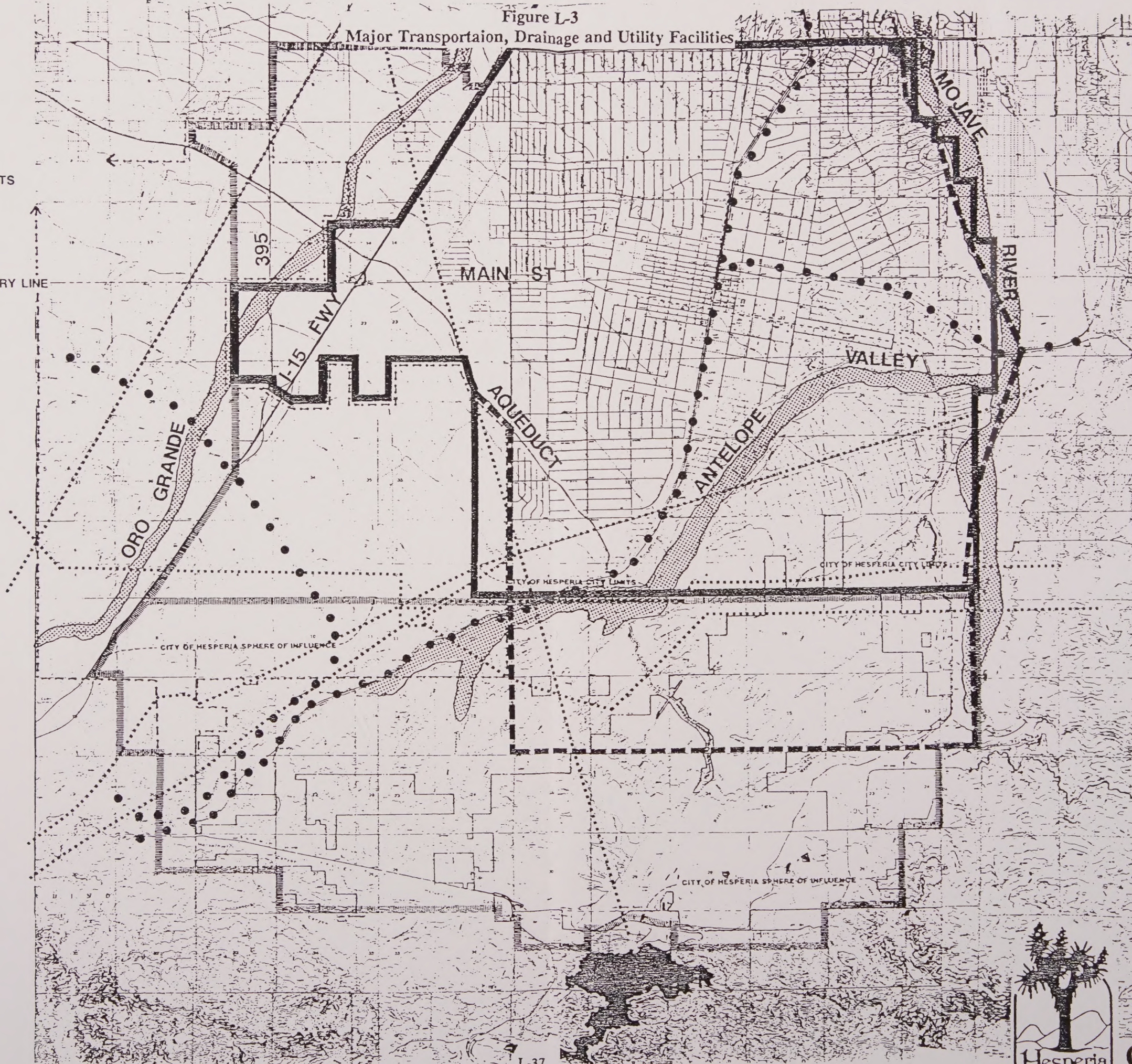


Figure L-3

Major Transportation, Drainage and Utility Facilities

Land Use
Public Facilities

L-37

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City of Hesperia

15888 MAIN STREET, SUITE 213
PO BOX 2066 HESPERIA CA 92345



NORTH
NOT TO SCALE

The City's wastewater is treated by either individual septic tanks, or by the VVWRA plant located north of George Air Force Base. Hesperia Water District operates and maintains the sewer lines within the City, and the trunk line from the City to the regional treatment plant. Total daily flow for the sewered area of Hesperia is between 0.2 and 0.3 million gallons per day. The VVWRA Master Plan estimates that by year 2010, Hesperia's flows will reach 3.7 MGD.

Approximately 90 percent of the City's residential dwelling units are serviced by septic tanks. Based on current estimates of household size and discharge, it is estimated that approximately 4.4 million gallons per day of wastewater is treated by septic tanks. The City and District are implementing policies developed by the State Regional Water Quality Control Board, Lahontan Region which require new residential development on less than one half acre lots to be sewered. In addition, limits on discharge require that most commercial and industrial users be connected.

Continued cooperation between the water districts and the City is necessary to ensure that new development can provide for needed sewer and water facilities, and that groundwater quality is protected. As new areas are annexed into Hesperia Water District, care must be taken so that detachment of those areas from Zone J minimizes engineering and financial impacts to both systems. Significant portions of the City and sphere areas cannot be developed until sewer and water lines are extended. Land use designations must provide sufficient value to support the financing of these improvements. Cooperative master planning by the City and the District is essential to meet the goals of both agencies.

Drainage Facilities

The City lacks a regional system to convey surface runoff through developed areas and into the Mojave River. Most of the City's streets have not been engineered for water-carrying purposes, and are either unpaved or constructed without curbs and gutters. Localized channels have been constructed on some individual developments, but connections to a regional system are not available. As rooftops and impervious surfaces increase within the City, it is expected that runoff will increase and that drainage impacts will become more significant.

In January of 1989, the City Council adopted a policy requiring on-site retention on all new development, in order to retain increased runoff generated by new development on-site. This policy did not address flows crossing the site from other properties. The policy addresses all development, including single family residential. Retention may be accomplished by means of a basin, pits, or other means. Surface flows are evaluated in the development review process through the requirement for a drainage study, and are generally required to be channelized on larger developments. This policy was an interim measure pending more complete analysis of this issue.

The City plans to undertake a comprehensive drainage analysis, preparatory to developing a Master Plan for Drainage. Until that work is completed, it will be necessary to evaluate each project individually for on-site mitigation of increased runoff. The City's development policies and regulations should address drainage facilities as an integral part of each site design, in order to ensure safe, orderly and aesthetic development.

Natural Gas, Electricity, Telephone

Southern California Edison Company (SCE) provides electrical service to the City and its sphere. SCE has indicated it can serve anticipated growth within the planning area, with an adequate electrical supply.

Natural gas within the area will be provided by Southwest Gas Company. It is anticipated that Southwest Gas has adequate supplies to serve expected growth.

Telephone service for the City is provided by Continental Telephone (Contel), which has approximately 19,000 connections within the City. Contel expects to continue present levels of service to the area.

The City should coordinate its master planning and development proposals with these companies, in order to facilitate orderly development served by the necessary utilities.

Schools

Public educational services within the City of Hesperia and most of the sphere areas are provided by Hesperia Unified School District, for grades K through 12. A small portion (about two square miles) of the Oak Hills area west of Interstate 15 is within the Snowline Joint Unified School District.

Hesperia Unified School District operates ten elementary schools, one junior high school, one middle school, one high school, and one continuation high school. Total District enrollment for 1990 was 13,194 students. To accommodate the student population, the District maintains 218 permanent classrooms and 212 portable classrooms. Enrollment has been increasing at a rate of about 13 percent per year over the last eight years, leading to impacted conditions, use of portable facilities, and exaction of school impact fees from new development.

Since 1972, the District has utilized a year-round track system of instruction for grades K through six. The District presently operates eight permanent elementary schools and two temporary portable elementary schools. As of July 1, 1989, all secondary schools within the District began operation on a year-round system. Hesperia High School was opened in 1984 with an enrollment of 1,400 students, or maximum designed capacity. Current enrollment at the facility is 2,693 students. The High School has 74 portable classrooms, a portable

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gymnasium, and 40 permanent classrooms on campus. Hesperia Junior High has an enrollment of 1,845 students, with 22 permanent classrooms and 38 portable classrooms. Mojave Continuation High School has an enrollment of 210 students, and operated as a temporary portable school since September of 1987, until permanent facilities were opening in July.

In addition to public school facilities, several private and special educational facilities are located within the City of Hesperia. Three Christian schools in the community enroll approximately 890 students from kindergarten through twelfth grade (Hesperia Christian, Faith Christian, and New Life Christian Schools). Special education programs for developmentally disabled children accommodate 219 students.

Victor Valley College, located at Bear Valley Road and Spring Valley Parkway, provides the area with two-year college degree programs in a number of areas.

Future development of the planning area will significantly increase student loads within the Hesperia Unified School District. New construction by the District will be necessary to accommodate projected needs. Estimated school facility needs to meet projected residential development within the planning area at build-out are shown on Figures L-4A and L-4B.

Because of the difficulties in obtaining school construction financing, creative methods of raising capital funds will be necessary. A variety of financing methods for school site acquisition and classroom construction have been utilized in other communities, including general obligation bonds, Mello-Roos Community Facilities Districts, and redevelopment. Ultimately, programs for acquisition and development of new school sites will require a coordinated effort between the District and the City of Hesperia.

Law Enforcement and Fire Protection

The City contracts with the San Bernardino County Sheriff's Department to provide police services within the City limits. The Police Department, located at Main Street and 9th Avenue, consists of 42 sworn officers and nine (9) support staff. By Department standards for one sworn officer per thousand population, target levels of staffing are currently unmet. However, service is significantly higher than what is provided in unincorporated areas. Emergency response times average around five (5) minutes. Backup law enforcement services are provided by the California Highway Patrol. The City presently has no holding facilities or jails, and transports individuals to the City of Victorville for both holding facilities and courts.

Section	Acreage	Dwelling Units		Elementary		Jr. High		High School		No. of Schools Required					
		Low Build-Out	High Build-Out	Low Gen. (.45)	High Gen. (.45)	Low Gen. (.15)	High Gen. (.15)	Low Gen. (.20)	High Gen. (.20)	Elementary		Jr. High		High School	
										Low	High	Low	High	Low	High
1	2,095	6,784	10,807	3,053	4,863	1,018	1,621	1,357	2,161	4.7	7.5	.85	1.4	.68	1.1
2	6,044	10,736	18,217	4,831	8,198	1,610	2,733	2,147	3,643	7.4	12.6	1.3	1.4	1.1	1.8
3	4,093	3,079	5,826	1,386	2,622	462	874	616	1,165	2.1	4.0	.38	.73	.30	.58
4	10,040	8,989	16,458	4,045	7,406	1,348	2,469	1,798	3,292	6.2	11.4	1.1	2.0	.90	1.7
5	7,161	11,441	19,570	5,148	8,807	1,716	2,436	2,288	3,914	7.9	13.5	1.4	2.5	1.1	2.0
TOTALS		41,029	70,878	18,463	31,896	6,154	10,133	8,206	14,175	28.3	49.0	5.03	8.03	4.08	7.18

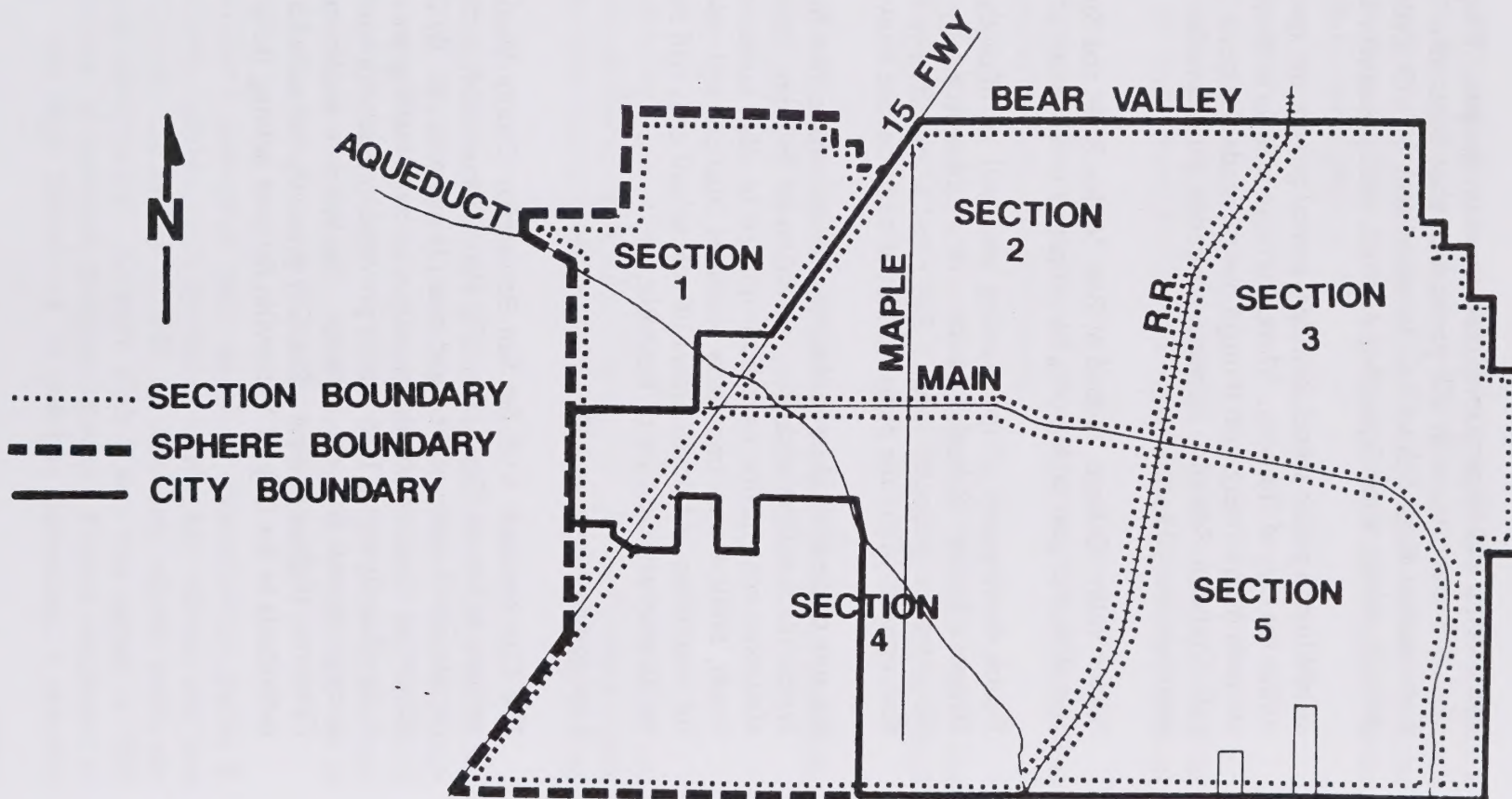
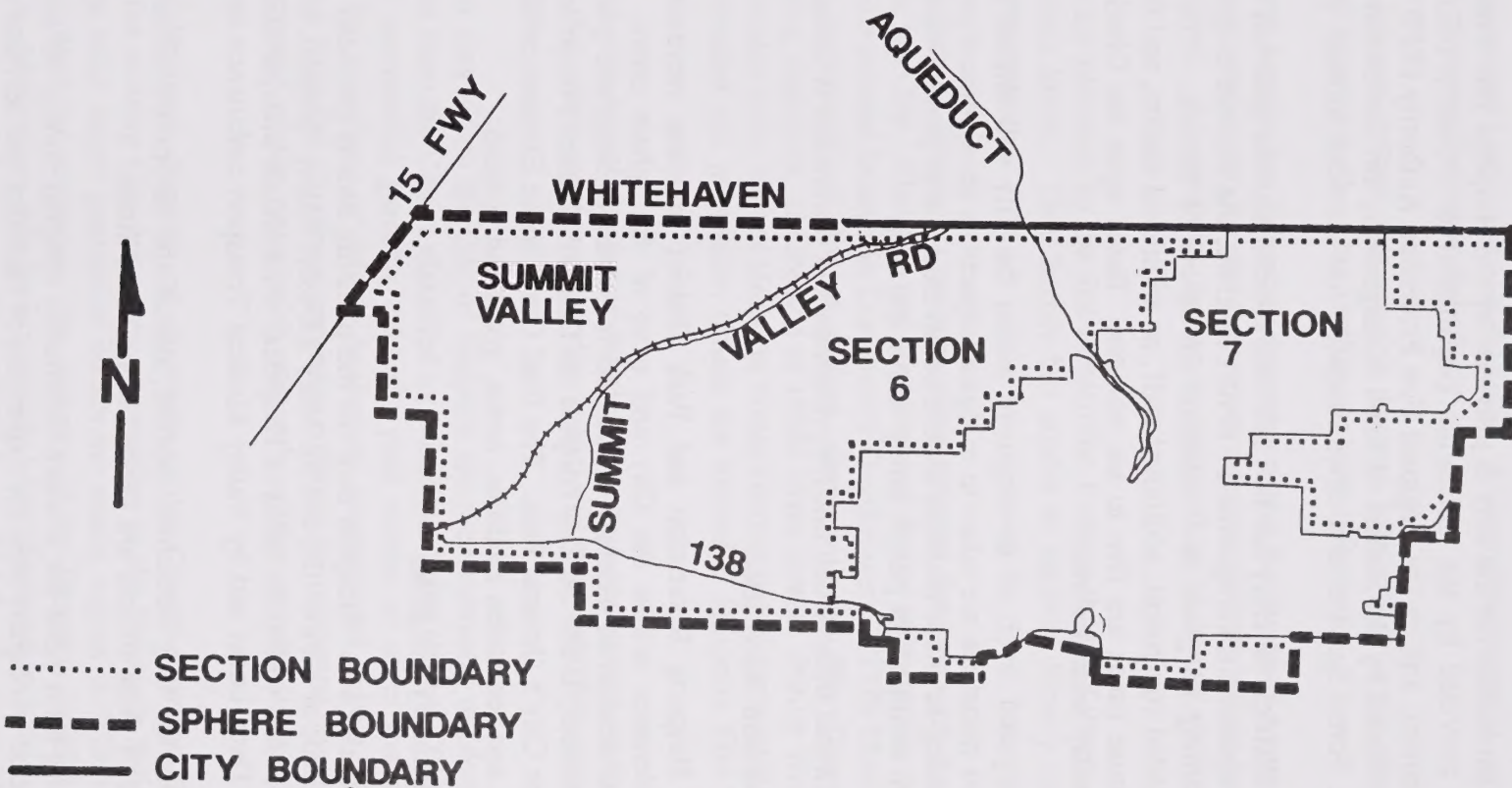


Figure 4A
Estimated School Needs

Section	Acreage	Dwelling Units	Elementary	Jr. High	High School	No. of Schools Required		
		Build-Out	Gen. (.45)	Gen. (.15)	Gen (.20)			
						Elementary	Jr. High	High School
6	16,640	16,640	7,488	2,496	3,328	11.5	2	1.6
7	9,865	15,540	6,993	2,331	3,107	11	2	1.5
TOTALS		32,180	14,481	4,827	6,435	22.5	4	3.10



Fire protection for the City is provided by the Hesperia Fire Prevention District. Assistance is also provided by the California Department of Forestry (CDF) through an automatic aid agreement, and by the Regional Fire Protection Authority (RFPA). Additional assistance may be provided by the Bureau of Land Management, the San Bernardino County Fire District, the U.S. Forest Service, and other statewide fire districts, through a mutual aid agreement.

The District currently has two full-time stations and one paid-call station. One additional station is projected for completion in 1990. In 1988, the District prepared its *Fire Service Master Plan*, containing its goals and standards for levels of service. The District identified needs for upgraded equipment, additional staff, an additional station, and future land acquisition. Target response times are five to six minutes. Based upon the District's standards, the District is presently understaffed.

Anticipated levels of development within the City will impact fire and police service levels, unless measures are taken to mitigate impacts as development occurs. The use of Mello-Roos financing or other methods should be investigated to prevent severe impacts on these services, which could affect public safety within the City.

Additional information on fire protection and prevention is contained in the Safety Element.

Parks and Recreation

The Hesperia Recreation and Park District provides recreational programs and parkland maintenance within the City and most of the sphere areas. Additional services include administration of assessment districts for street lighting and parkway landscape maintenance. In October, 1988, the City adopted the District's Master Plan as an interim Open Space Element of the City's General Plan. The final Open Space Element contains additional information on park and recreation facilities, needs, goals and policies.

Community Facilities

Medical Care. Hospital care for the planning area is provided by Victor Valley Community Hospital, in Victorville, and St. Mary's Desert Valley Hospital, in Apple Valley. Both facilities are located within ten miles of Hesperia. Ambulance transportation is provided by the Hesperia Fire Department and by Valley Medical Transport ambulance service.

Within the City numerous medical, dental and laboratory offices serve the local community. Most of these offices are located along Main Street.

A long-term need for a local community hospital should be addressed through the planning process. Adequate area for expansion of facilities and services should be provided, including

such regional needs as a trauma care center and care facilities. A centralized location and access should also be evaluated in planning for a hospital site.

Cemetery. Desert View Memorial Park Cemetery is located within the City's sphere, on Amargosa Road just west of Interstate 15. This facility contains 139 acres.

Post Office. The U.S. Postal Service has located a temporary postal facility on E Avenue, near Main Street, which provides customer service and stamps. A separate delivery station is located on Main Street, near I Avenue. A permanent facility is proposed to be constructed at Olive Street, east of G Avenue.

Library. Library services are provided by the San Bernardino County Branch Library located on 7th Avenue north of Main Street. This facility has access to regional library resources through inter-library loan programs.

Municipal Services. The City of Hesperia's existing governmental functions are located in several facilities throughout the City. Planning and Building and Safety services are available at a centralized public service counter located in Community Development, 15776 Main Street. The City's administration, personnel and finance offices, along with the City Council and Planning Commission hearing chambers, are located at 15888 Main Street. Public Works and Engineering functions are located at the former Hesperia Water District building, located at 9393 Santa Fe Avenue. Fire protection and prevention offices are located at Hesperia Fire Station, 17288 Olive Street.

The City has acquired a 25 acre parcel for future development as a centralized civic center; however, it is anticipated that other municipal service needs will take a higher priority for construction in the near term.

Solid Waste. Because land uses within the City of Hesperia are predominantly residential, the majority of waste generated from the City is classified as Municipal Solid Waste. This waste, containing residential and commercial garbage, rubbish, yard wastes or other materials, is collected and transported by municipal or private haulers to conventional public or private sanitary landfills. Advance Disposal Company provides solid waste collection for the City; however, only about 19 percent of the households presently utilize regular trash collection services.

The current population of Hesperia disposes of its waste at the County-operated Hesperia Landfill, located south of the existing City boundary. According to the County's Solid Waste Management Plan, average solid waste generation within the desert region is 1.88 tons per person per year. Without plans for expansion, the capacity of the Hesperia landfill will be exhausted by the late 1990's. Alternatives which are presently being discussed include expansion of the Hesperia landfill; expansion of the Victorville landfill, located 14.7 miles from Hesperia;

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establishment of new landfill sites; or use of regional disposal sites, including Landers (45 miles from Hesperia). The City is working with the County and other agencies to address the requirements of Assembly Bill 939, through waste reduction and solid waste management. The measures to implement AB 939 will be in place by January, 1992.

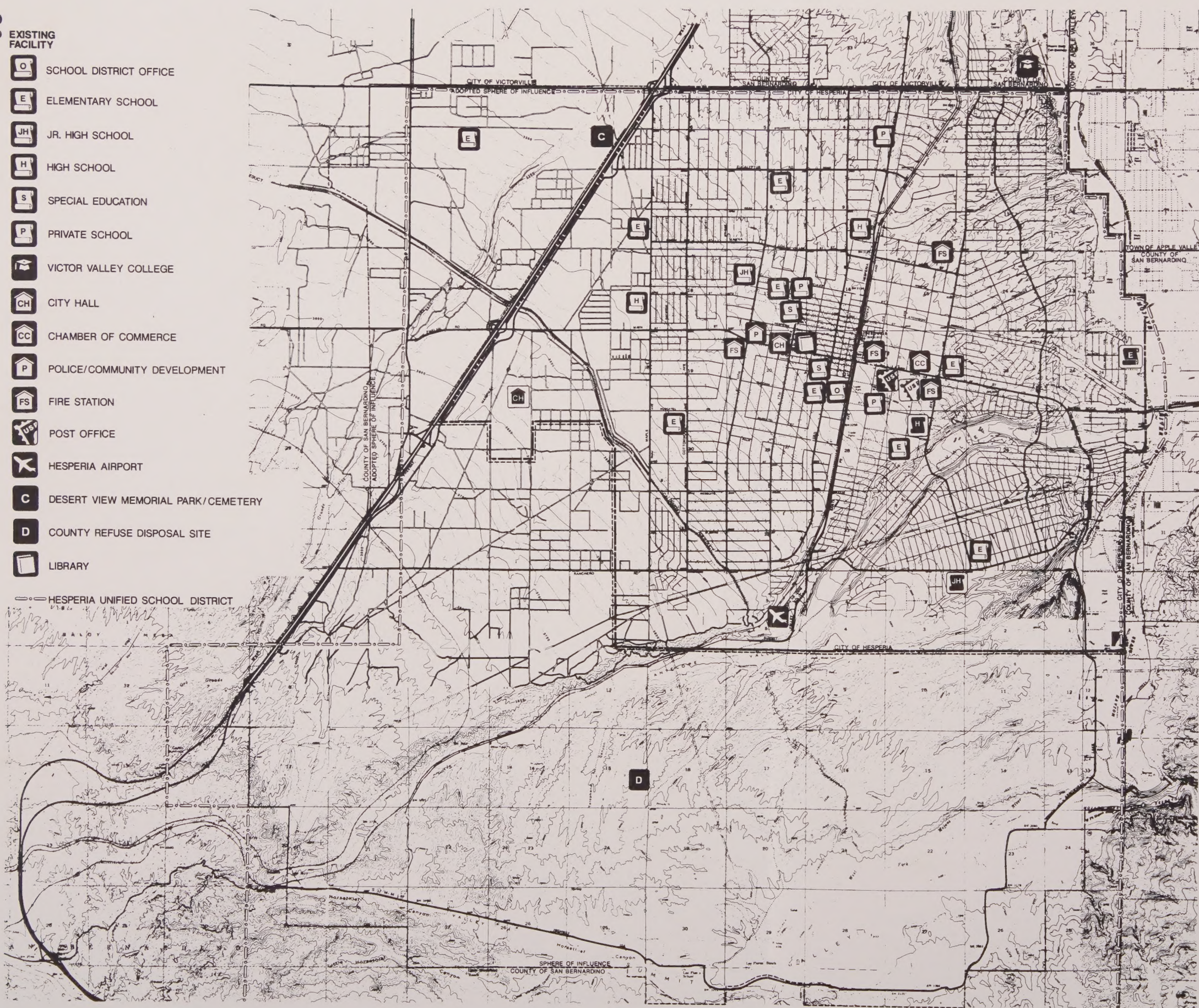
Existing public and community facilities are shown on Figure L-5.

Figure L-5
Public and Community Facilities

LEGEND

- | PROPOSED FACILITY | EXISTING FACILITY |
|-------------------|------------------------------------|
| | SCHOOL DISTRICT OFFICE |
| | ELEMENTARY SCHOOL |
| | JR. HIGH SCHOOL |
| | HIGH SCHOOL |
| | SPECIAL EDUCATION |
| | PRIVATE SCHOOL |
| | VICTOR VALLEY COLLEGE |
| | CITY HALL |
| | CHAMBER OF COMMERCE |
| | POLICE/COMMUNITY DEVELOPMENT |
| | FIRE STATION |
| | POST OFFICE |
| | HESPERIA AIRPORT |
| | DESERT VIEW MEMORIAL PARK/CEMETERY |
| | COUNTY REFUSE DISPOSAL SITE |
| | LIBRARY |

== HESPERIA UNIFIED SCHOOL DISTRICT



PUBLIC FACILITIES

SOURCE: CITY OF HESPERIA
CHAMBER OF COMMERCE
HESPERIA UNIFIED
SCHOOL DISTRICT

DATE: 1-10-90



PREPARED FOR:
City of Hesperia
15888 MAIN STREET, SUITE 213
P.O. BOX 2966 HESPERIA, CA 92345

II. Public Facilities Policies and Actions

Land Use Policy L.P.4

L.P.4 Designate and protect land for public uses to serve the needs of the community for schools, parks, community facilities, open space, utilities and infrastructure.

Actions:

L.P.4.a On the General Plan Land Use Map, designate adequate land for the following uses:

Public

The Public (P) designation is intended to identify land which is or will be used for public facilities or uses, including community facilities, schools, parks, libraries, utility easements and substations, water and sewage facilities, hospitals, emergency services, fire stations, municipal buildings, and similar uses. The designation is appropriate for land that is under ownership by a public agency or utility company. Use of such publicly designated land shall be governed by the zone district and public entity controlling the land.

Open Space

The Open Space (OS) designation is intended to protect and maintain areas in an undeveloped state, for purposes of resource preservation, recreation, protection of sensitive environments, protection from natural hazard areas, or public uses. The designation is appropriate in areas which are unsuitable for development, or which have been determined to have special value to the community in an undeveloped state. Typical open space designations include natural drainage areas; recreational trails and passive open space areas; areas subject to seismic hazard, soil instability, or flooding; and special preserve areas. Typical permitted uses within the Open Space area would include recreational uses, horticulture, agriculture, communication facilities, and similar uses which would not involve substantial grading or construction.

Land Use Policy L.P.5

L.P.5 Ensure that new development is fiscally sound and able to pay for the infrastructure and services needed to support it, in order to protect the City and existing residents from incurring additional costs to support growth.

Actions:

- L.P.5.a* Through the development review process, establish conditions of approval on land use proposals to ensure construction of required improvements and fair share contributions to public services and facilities.
- L.P.5.b* For development proposals which may have potential adverse impacts on the City's ability to provide services, require fiscal impact reports when deemed necessary to evaluate and mitigate fiscal impacts to existing City systems.

Land Use Policy L.P.6

Coordinate land use planning with infrastructure provision and planning, both within the City and within the sphere of influence, to ensure adequate, convenient, and efficient provision of support services as development occurs, funded by those who benefit.

Actions:

- L.P.6.a* Through the development review process, evaluate each development proposal based upon impacts on public services and infrastructure, and approve development only when the development provides the infrastructure needed to support it, or when such infrastructure is otherwise assured.
- L.P.6.b* Approve zoning and General Plan changes only when adequate services exist or are assured through the proposed development.
- L.P.6.c* Require that new development provide for the infrastructure needed to serve it; for major development proposals having the potential to significantly impact City provision of services, ensure that the project is economically capable of paying for its own infrastructure.
- L.P.6.d* Coordinate land use planning efforts with planning programs of service providers, including but not limited to fire, water and sewer, school, recreation and park, gas, electric, police, library, public works (roads and drainage) and community services.
- L.P.6.e* On the General Plan Land Use Map, designate sufficient areas for public facilities, including but not limited to schools, parks, community centers, medical facilities, recreation and entertainment facilities, civic buildings, and other public uses, to meet anticipated needs.

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- L.P.6.f* On the General Plan Land Use Map, designate those areas for urban development which have access to urban services and facilities.
- L.P.6.g* Utilize existing infrastructure and public services to the maximum extent, and provide for the logical, timely, and economically efficient extension of infrastructure and services.
- L.P.6.h* Develop and maintain an infrastructure inventory for use in planning activities.
- L.P.6.i* Facilitate use of alternative financing mechanisms to fund new infrastructure.
- L.P.6.j* In review of large developments, ensure that development is phased with respect to adequate provision of infrastructure at the time of occupancy.
- L.P.6.k* Through the environmental review process, assess the immediate and cumulative impacts on infrastructure of proposed development within the City and sphere areas, and require appropriate mitigation of impacts.
- L.P.6.l* Promote planning for a civic center, with respect to its location, design, and relationship to its surroundings, that will symbolize the unique identity of the City as perceived by its residents.
- L.P.6.m* Encourage joint use of public facilities wherever possible, as in shared school/park facilities, shared utility/trail easements, and shared school/library facilities.
- L.P.6.n* Work closely with the Water District to facilitate development of a subregional sewage treatment plant and groundwater recharge facilities.
- L.P.6.o* Encourage development of a regional medical facility and senior care facilities within the City.
- L.P.6.p* Develop master plans for handling of solid waste and hazardous materials, integrating a variety of disposal, reduction, and conversion methods.
- L.P.6.q* Form assessment districts to install sewer lines and system improvements to serve existing development, where economically feasible.
- L.P.6.r* Adopt a policy for implementing public financing of needed road, drainage, sewer and water and other infrastructure needs, for existing and proposed development.

L.P.6.s

Assist the Hesperia Unified School District in obtaining needed financing for new school construction necessitated by new development, and consider school facility capacity in evaluating any land use approvals.

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III. Public Facilities Implementation Measures

Infrastructure policies will be implemented through the following means:

- L.I.27* Adoption of the General Plan Land Use Map, showing public uses and facilities appropriately designated.
- L.I.28* Coordination of master planning efforts between the City of Hesperia and affected service providers within the City and sphere areas.
- L.I.29* Evaluation of development proposals under State environmental requirements and through the Development Review Committee, to ensure that all new development is or will be served by adequate public services and facilities, and to limit impacts on the existing infrastructure systems of the City.
- L.I.30* Cooperation with adjacent jurisdictions to reach regional solutions to solid waste management, roads, sewers, fire protection and regional parks.
- L.I.31* Preparation and maintenance of a City-wide infrastructure inventory program.
- L.I.32* Preparation of a City-wide Master Plan for Drainage.
- L.I.33* Identification and use of alternative financing mechanisms available to the City to upgrade, retrofit, and construct new infrastructure systems.
- L.I.34* Preparation of a master plan for hazardous waste management; in the interim, adoption of an ordinance requiring all land use approvals to be consistent with the San Bernardino County Hazardous Waste Management Plan.
- L.I.35* Preparation and implementation of a solid waste management program for current and future waste disposal needs which minimize adverse impacts on landfill space, in accordance with the requirements of AB 939.
- L.I.36* Coordination with the Hesperia Unified School District to develop joint strategies for obtaining school financing, and coordinating land use approvals with existing and future school capacity.

Chapter 5. Community Design

An integral component of land use planning is identification of the general character which the community hopes to achieve through its planning process. The image of a community is a composite of views of the City as seen by its residents and visitors. The City of Hesperia has identified a goal of achieving an image of quality, which will create and preserve land and improvement values within the City, as well as provide for a more livable environment.

This Chapter of the Land Use Element addresses the City's policies and actions for achieving high quality development through community design policies.

I. Background and Planning Issues

During the early stages of General Plan preparation, the City retained a research consultant to conduct a random telephone survey of 1,353 residents, in order to identify perceived planning needs and priorities. The findings of this survey were compiled into a working paper (CIC Research Inc. *A Citizen's Planning Survey for Hesperia, June, 1989*). In one portion of the survey, respondents were asked to agree or disagree with a series of statements regarding City planning issues. Regarding community design, CIC reported the following responses:

- o 79.3 percent agreed that new commercial, industrial, and multiple family residential development should be required to meet a minimum architectural standard;
- o 60 percent agreed that it is very important to have landscaping along Hesperia's city streets;
- o Regarding Main Street between I Avenue and 11th Avenue, 60.8 percent agreed that billboards should be removed; 65.5 percent agreed that pole signs are unsightly; and 55.6 percent agreed that Main Street should be landscaped with street trees.

These responses appear to indicate that there is a substantial level of interest among City residents to upgrade the City's image through community design policies. Streetscapes, including shade trees and signage, was identified as a major concern. Another major issue, with almost 80 percent concurrence, was the need to establish minimum architectural standards for new commercial, industrial, and multiple family developments.

In addition to the specific issues identified by the CIC survey, the City has an opportunity to enhance its image through other means. Most of the existing development in the City occurred under minimum requirements for rural areas, as contained in the San Bernardino County Development Code. The City now has an opportunity to adopt higher development standards suitable for an urbanizing community. Considerations for site design, building orientation,

architectural relief, thematic continuity, and screening of unsightly storage and refuse collection areas may be addressed by the City through preparation of a City Development Code and through the design review process on individual development proposals.

The City also has an opportunity to develop design goals and policies which have broader impacts. Through preparation of a specific plan for the Main Street corridor, the City can develop design criteria to unify the streetscape through landscaping, setbacks, streetlight standards, benches and street furniture, identification of focal points, preservation of scenic views, and provision of pedestrian walkways, plazas, arcades and amenity areas.

A specific plan for the Interstate-15 corridor area could address views of the City from the freeway, ensuring high standards for architectural and site design, parking lot screening and landscaping, and screening of loading, storage and refuse areas.

The City Council has identified certain areas within the City which, because of their importance to the City, unique development characteristics, or special needs, appear to require additional study or comprehensive planning efforts. These areas are delineated on Figure L-6 as Special Study Areas, and represent the Council's direction to prepare Specific Plans or studies to address the particular needs of each area. Special Study Areas include the following:

- I. Interchange Area - Main Street and Interstate 15;
- II. Main Street from Hwy. 395 to I Avenue;
- III. Industrial Area, bounded by Main Street, Bear Valley Road, I Avenue, and the railroad tracks; and
- IV. Interstate 15 Corridor Area, from Cajon Summit to Bear Valley Road.

The intent within each special study area is to coordinate both short-term and long-term land uses with infrastructure needs, to identify needed backbone infrastructure, address financing mechanisms available, identify preferred funding sources, and coordinate land use planning issues such as architecture, setbacks, signage, site design, landscaping, and streetscapes. The primary goal of these efforts will be comprehensive planning of these critical areas, in order to enhance the City's economic development potential, maximize the City's resources, and improve the City's image.

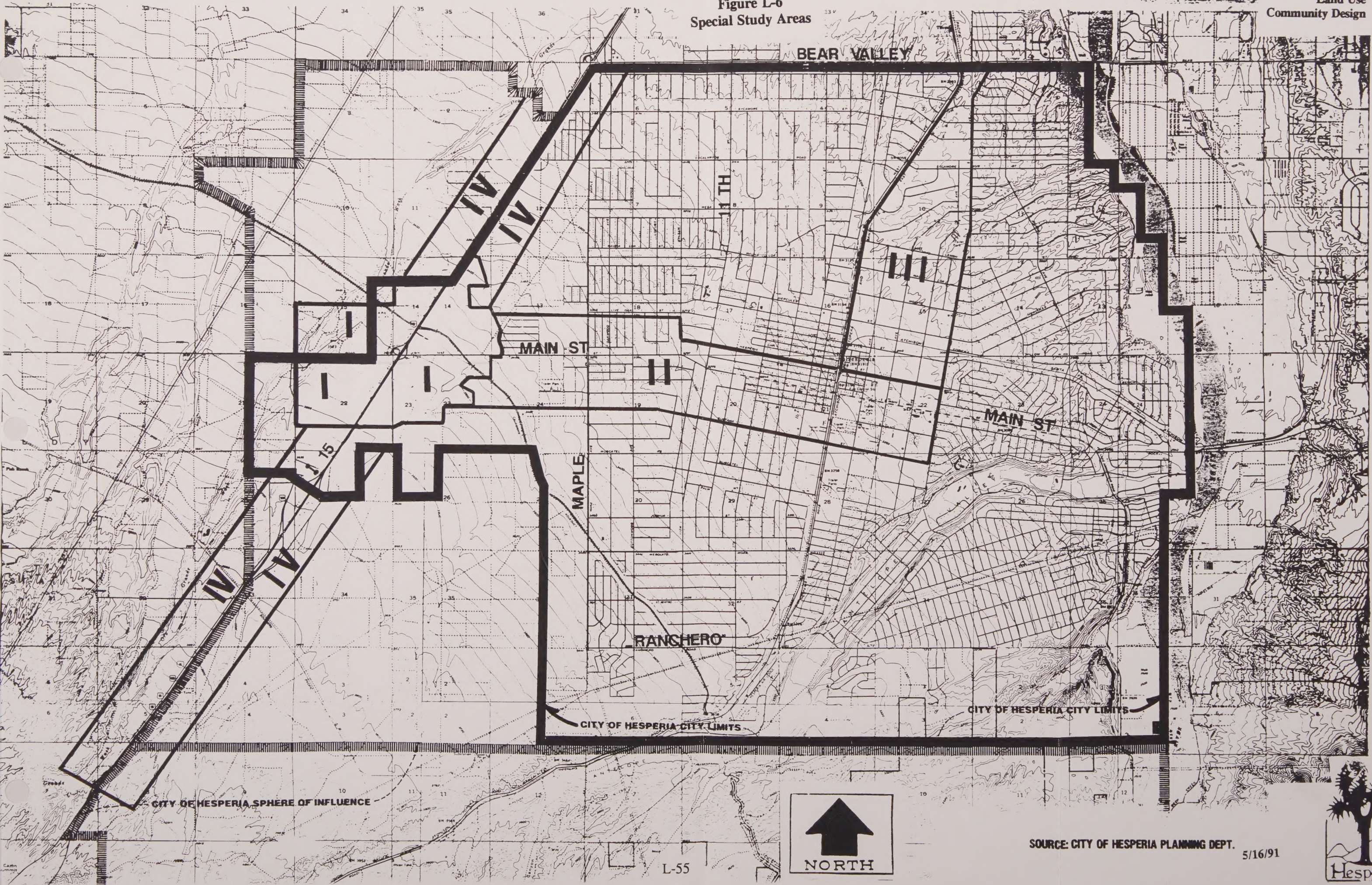
Other opportunities exist to enhance the City's image, through the following measures:

- o Use of street tree planting themes along major arterial routes, to unify diverse portions of the City;

- o Provision of a centralized focal point for municipal, cultural and government activities within an aesthetically designed civic center area;
- o Provision of well-designed entrance points into the City, from the freeway and along major arterial streets;
- o Preservation and enhancement of historic structures and locations throughout the City;
- o Development of a more sensitive sign program;
- o Upgrading of blighted areas.
- o Encouraging the use of side-on cul-de-sacs in residential areas adjacent to arterial roads, in order to maintain an open environment while controlling traffic movement.

The objective of such programs would be to create an identifiable image of quality for the City of Hesperia. Goals and actions for implementation are contained in the following sections.

Figure L-6
Special Study Areas



II. Community Design Policies and Actions

Land Use Policy L.P.7

L.P. 7 Identify those areas of the City which require special attention to prevent urban blight due to lack of infrastructure, maintenance, or substandard structures, and implement programs to improve these areas.

Actions:

L.P. 7.a Identify a redevelopment area and implement redevelopment programs.

L.P. 7.b Utilize Community Development Block Grant funds to improve substandard areas.

L.P. 7.c Assist and facilitate formation of assessment districts to construct sewer, water and road facilities.

L.P. 7.d Provide incentives to developments which will upgrade blighted areas.

Land Use Policy L.P.8

Adopt development and design standards which will assure land use compatibility and enhance the visual environment, by providing attractive, aesthetically pleasing development which is sensitive to the unique local characteristics of the Hesperia community.

Actions:

L.P. 8.a Adopt standards for landscaping of parkways, parking lots, commercial and industrial sites, and residential developments which are compatible with the desert environment, water conserving, and which provide for visual relief from paved and built areas, through the following measures:

- (1) Through the development review process, require planning, installation and maintenance of drought resistant landscaping and water-conserving irrigation systems, which are appropriate to the type of project proposed.
- (2) Compile and distribute information to the public on xeriscape plant materials appropriate to the Hesperia climate.
- (3) Encourage use of non-plant landscaping materials, including but not limited to rock, gravel, brick or similar materials.

5/16/91

- (4) Adopt an ordinance protecting joshua trees, junipers and yuccas during development, and providing for their preservation or relocation wherever possible.
- (5) Provide for utilization of drought resistant shade trees in pedestrian areas, parking areas, and public rights-of-way, as specified in standards adopted by the Hesperia Recreation and Park District.

L.P.8.b Develop minimum architectural and site design guidelines to ensure that new development is compatible with and beneficial to the desert environment.

- (1) During site design review, consider solar orientation and energy conservation in the approval of the proposed design and construction materials of new development.
- (2) Encourage architectural styles that are compatible with the desert environment through use of energy conservation techniques and climate control through building design.
- (3) Adopt standards for commercial and industrial uses to encourage use of architectural features throughout building designs, and to screen uses such as storage, loading and trash areas, and roof equipment.
- (4) Prohibit establishment of new commercial or industrial uses in corrugated sheet metal buildings, or non-permanent structures such as sheds, trailers, motor homes, mobile homes, or similar structures, except as provided by the Temporary Occupancy Use provisions of the Development Code.
- (5) Within residential projects, encourage diversity in design, color, building orientation, rooflines, and other architectural features in order to provide visual relief.

L.P.8.c Adopt compatibility standards for buffer areas which separate land uses of different densities or intensities, including but not limited to the following:

- (1) Setbacks, variation in grade, decorative walls or fences, and graduated lot sizes;
- (2) Linear parks, landscaped areas, or recreational trails;
- (3) Use of natural features, drainage courses, or natural open space;

- (4) Where residential uses of different densities abut, care should be taken to ensure integrity of lot width and size, building setbacks, height, bulk, lot coverage, and other development characteristics between the two densities; changes should not be abrupt across dividing thoroughfares or lot lines, but design should strive to provide a transition from less dense to more dense development.

- L.P.8.d* Within residential developments, assure that adequate amenities are provided to residents, including but not limited to active and passive open space, play areas and tot lots, covered parking, trash collection areas, laundry areas, and other features as deemed appropriate.
- L.P.8.e* Adopt standards for single family residential development, in order to assure compatibility within residential neighborhoods of conventional, manufactured, dependent, and secondary housing units.
- L.P.8.f* In the Development Code, adopt standards regulating building height, appropriate for residential, commercial and industrial development, in order to protect viewsheds, limit solar interference on adjacent properties, and ensure compatibility of height and bulk for structures within neighborhoods and/or adjoining properties.
- L.P.8.g* Adopt standards for grading and construction, in order to limit the impacts of blowing sand, dirt, trash and building materials, and to assure that construction sites are maintained in a clean and acceptable manner.
- L.P.8.h* Adopt and enforce regulations to abate abandoned vehicles, trash, weeds, tools, equipment, and deteriorated structures, in order to mitigate unsightly views within the community.
- L.P.8.i* Consider scenic views in the design review process, to take maximum advantage of such views within new developments, and to preclude the unnecessary obstruction of scenic views from adjacent properties by new structures.
- L.P.8.j* In the design review process, require the developer to underground utilities when possible, or provide adequate screening of utility vaults on-site.
- L.P.8.k* Protect views of the community from the freeway and from major arterials, by establishing specific guidelines for adjacent development, including but not limited to building orientation, setbacks, landscaping, signs, screening, and site design.

- L.P.8.l* Adopt an ordinance regulating signs.
- L.P.8.m* Adopt subdivision regulations concerning street design, in order to maintain an open environment while controlling traffic flow and hazards. The use of side-on cul-de-sacs should be required for access control along major streets in the design of the circulation system for the City, where feasible.

Land Use Policy L.P.9

- L.P.9* Identify, preserve and protect sites and structures of historic or cultural significance to the community, in such a way as to enhance these sites.

Actions:

- L.P.9.a* Implement a City historic preservation ordinance, to enable the City to identify, designate and protect historic and cultural resources.
- L.P.9.b* Through the review process, ensure that new development within or adjacent to designated sites is designed so as to complement and/or enhance such sites.

Land Use Policy L.P.10

- L.P.10* Enhance specified commercial/industrial areas through promotion of comprehensive design, infrastructure and financing programs.

Actions:

- L.P.10.a* Prepare, adopt and implement a Specific Plan for the Main Street corridor.
- L.P.10.b* Prepare, adopt and implement a Specific Plan for the Interstate 15 corridor.
- L.P.10.c* Prepare, adopt and implement a Specific Plan for the Industrial Area (bounded by Smoketree Street, Bear Valley Road, I Avenue and Santa Fe East Avenue).

III. Community Design Implementation Measures

Community Design policies and actions will be implemented through the following measures:

- L.I.37* Formulation and adoption of a City Development Code, containing specific provisions regulating development within the City.
- L.I.38* Preparation of specific plans addressing design guidelines for the following areas:
- (1) Main Street from Highway 395 to I Avenue;
 - (2) The Interstate 15 Corridor; and
 - (3) The Industrial Area, bounded by Santa Fe East Avenue, Bear Valley Road, I Avenue, and Main Street.
- L.I.39* Implementation of design guidelines through review of specific site proposals by staff, the Development Review Committee, the Planning Commission, and the City Council as needed.
- L.I.40* Consideration of future formation of an Architectural Review Committee.
- L.I.41* Identification and pursuit of various funding sources available to the City to enhance community design, including the Urban Forestry Grant Program, Community Development Block Grants, redevelopment funds, and public-private joint efforts.
- L.I.42* Formulation and adoption of a City sign ordinance.
- L.I.43* Cooperation with the Hesperia Recreation and Park District to assist in formation of lighting and landscape maintenance districts, for use in street tree and parkway maintenance programs.
- L.I.44* Cooperation with Hesperia Water District and Hesperia Recreation and Park District, in formulation and implementation of landscape guidelines incorporating water-conserving irrigation techniques, and suggested drought-resistant plant materials adaptable to the Hesperia environment.

III. Community Design Requirements

The community design requirements are defined by the following criteria:

- 1. The design must be consistent with the overall goals of the community.
- 2. The design must be feasible and practical.
- 3. The design must be cost-effective.
- 4. The design must be sustainable.

The design must be consistent with the overall goals of the community.

The design must be feasible and practical.

The design must be cost-effective.

The design must be sustainable.

The design must be consistent with the overall goals of the community.

The design must be feasible and practical.

The design must be cost-effective.

The design must be sustainable.

The design must be consistent with the overall goals of the community.

The design must be feasible and practical.



City of Hesperia General Plan



Conservation Element

Conservation Element

Government Code Section 65302(d) requires that the General Plan shall include "a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources". This element of the General Plan contains background information, policies, and implementation programs relating to resource conservation within the planning area. The Chapter addresses groundwater supply and quality, soils, biological resources, cultural resources, air quality, and visual and aesthetic resources.

I. Background and Planning Issues

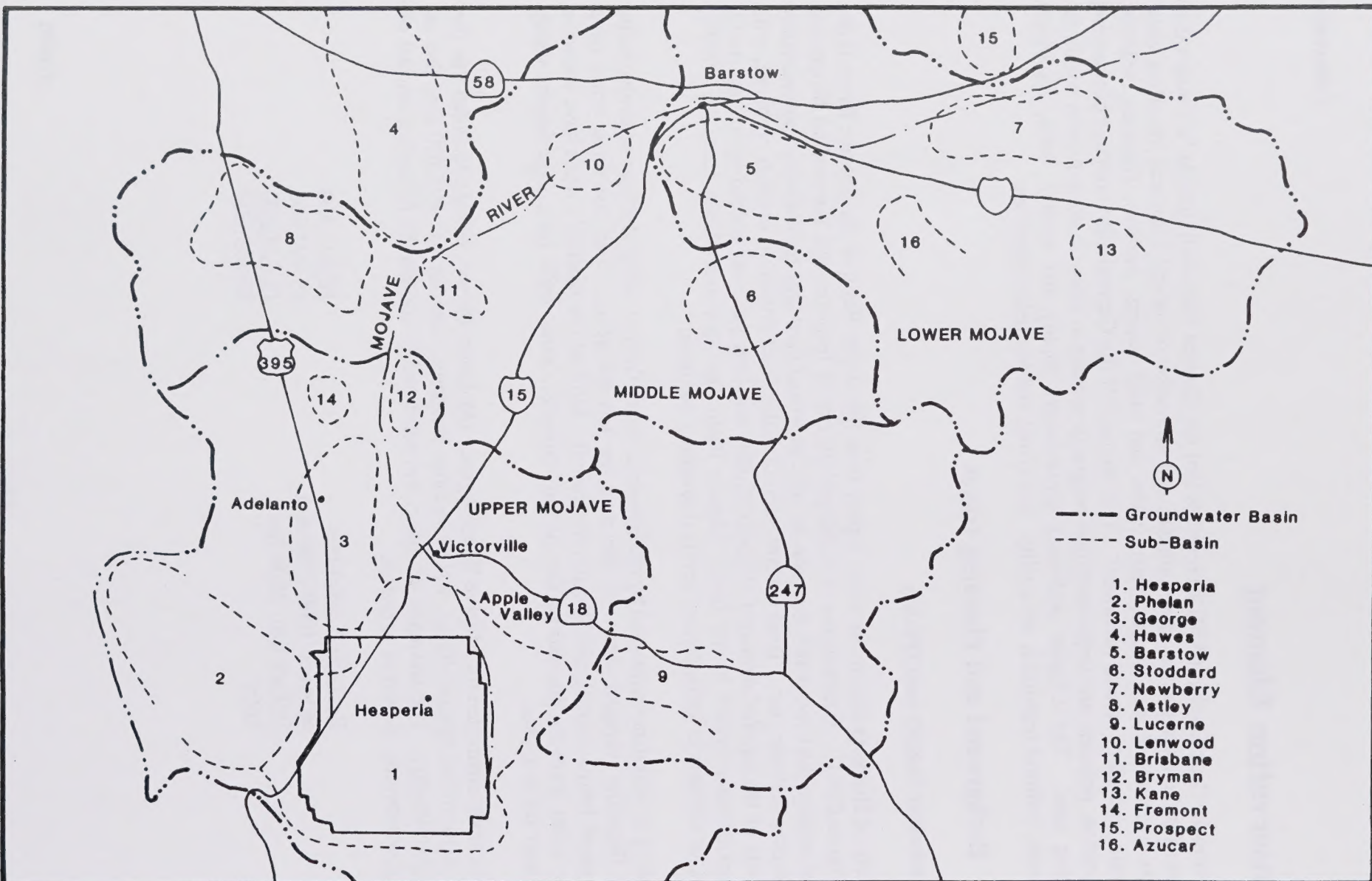
Groundwater Supply and Quality

The City of Hesperia obtains its water supply from the Upper Basin of the Mojave River Basin (see Figure CN-1). Groundwater is recharged by runoff from the San Bernardino Mountains located south of the City, which generate an average annual discharge estimated at approximately 70,000 acre feet per year. Total consumption of water from this basin exceeds recharge, with overdraft of the aquifer estimated at about 27,000 acre feet per year according to one study. The groundwater system in the Upper Mojave Basin has been overdrafted since the 1950's, leading to declines in groundwater levels throughout the basin.

According to well data maintained by the Hesperia Water District, water declines in twelve wells within Hesperia averaged about 17 feet over the last ten years. The last three years have experienced below-normal rainfall and river runoff. Most of the District's wells have shown a steeper water level decline during this period; however, some wells have experienced rising levels over the last year.

A recent study conducted for Mojave Water Agency (Malcolm-Pirney, 1990) concluded that the Upper Basin of the Mojave River, which includes Hesperia, contains 151,895,040 acre feet of stored groundwater. The Hesperia sub-basin was estimated to contain the following amount of stored groundwater, shown in acre-feet:

Between 0-1000 feet	18,892,800
Between 1000-2500 feet	45,792,000
Deeper than 2500 feet	<u>18,124,800</u>
Total	82,809,600



MOJAVE GROUNDWATER BASINS

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CONSULTANTS
MAKING
TECHNOLOGY
WORK

The study also notes that exploitation of this stored water is limited by several factors, including an average yield value of approximately ten percent; the proportion of aquifers to aquicludes; the economics of drilling, completing and lifting; and the chemical quality of the groundwater.

Depth to groundwater within Hesperia ranges from 160-200 feet near the Mojave River to more than 500 feet in the central and western portions of the city. The groundwater gradient is generally from south to north, paralleling the direction of the Mojave River. Well data indicate that the major source of groundwater recharge for many of the Hesperia wells is percolating surface flows in the Mojave River. A shallow aquifer is located in Summit Valley, which receives recharge from drainage out of Horsethief Canyon and Summit Valley. Depth to groundwater in Summit Valley is only about 20 feet in some areas, with a total groundwater storage estimated to total 96,000 acre feet.

Groundwater within Hesperia and Summit Valley is generally of excellent quality, with all drinking water quality standards met. However, groundwater sampling by the Water District in 1989 indicated increased levels of nitrate, causing some concern to the Lahontan Water Quality Control Board and the District. Such rises may be occurring due to decreased recharge during the recent drought, and through the increased use of septic systems. Two test locations near the Mojave River within the City limits have yielded nitrate levels exceeding drinking water standards, which have been attributed to agricultural uses in the area.

Water service within the City limits is provided by Hesperia Water District, which obtains its water entirely from local wells. Water production by the District has increased by 34 percent within the last four years. Most of the water consumption is for residential use. Other uses of groundwater include landscaping of public parks, agriculture, and Hesperia Lake recreation area.

Because of significant agricultural irrigation and population growth throughout the Victor Valley, water use in the Basin is expected to rise substantially in the future. The average rate of water table decline within Hesperia has been just under 2 feet per year, resulting from the recent drought and lack of local groundwater recharge.

State Water Project water from the California Aqueduct represents a major source of water supply available to the City. Hesperia is a member of the Mojave Water Agency, the agency empowered to contract with the State for purchase of Aqueduct water. MWA has an allocation of 50,800 acre feet per year of state project water. To date, none of this allocation has been purchased by the member agencies. However, Morongo Basin has entered into an agreement for 7,280 acre feet and the recently approved Rancho Las Flores planned community in Summit Valley has proposed to contract for 6,400 acre feet per year of state water, and will be constructing purification and distribution facilities for its use.

In April, 1990 the Hesperia Water District adopted Ordinance No. 31, adopting a program of voluntary water conservation and restricting water use during water supply shortages and emergencies. The Ordinance defines three stages of water supply conditions, with water conservation measures defined for each stage. Stage 1, normal conditions, requires voluntary conservation measures. In Stage 2, a threatened water supply shortage, the District may regulate exterior landscape plans; excessive irrigation and related water waste; agricultural irrigation; commercial facilities; irrigation of parks, golf courses and school grounds; use of water for domestic irrigation and swimming pools; run-off and wash-down; vehicle washing; and drinking water provided by restaurants. In Stage 3, a water shortage emergency, the Ordinance outlines mandatory conservation measures. In this event, the following activities will be prohibited: watering of parks, school grounds and golf courses; lawn watering and landscape irrigation; washing down of impervious surfaces; washing of vehicles, unless using reclaimed water; filling of pools or fountains; issuance of new construction meter permits; and irrigation of commercial nurseries.

Hesperia Recreation and Park District has incorporated water conservation measures into its standards for landscaping and irrigation of parkways and parks. These measures include drip irrigation systems, limiting of turfed area, street tree type and planting specifications, and curbing requirements to limit irrigation runoff.

Hesperia Water District, in cooperation with other High Desert water purveyors, has compiled an illustrated booklet entitled "A Guide to High Desert Landscaping". This guide will be made available to all water users within the District, and provides information on drought tolerant plant materials, irrigation guidelines, and landscape design schemes adaptable to the Hesperia climate.

The City will continue to work cooperatively with the water and park districts to refine and implement water conservation measures throughout the development process. Specific landscape guidelines for commercial/industrial sites to limit turf and landscaped berms will be developed. Requirements for low flow plumbing devices will continue to be implemented, and the City will look seriously at enforcement actions against habitual water wasters.

To protect groundwater quality, the City will continue to work with the State Water Quality Control Board to monitor water quality throughout the City and sphere areas. Widespread use of septic systems, particularly in areas with high groundwater levels, will be discouraged. Recharge of treated sewage effluent will require adequate measures to protect groundwater quality.

The City is actively pursuing expansions to the existing sewer system in its review of new development proposals. The recently approved Rancho Las Flores Specific Plan calls for construction of an interim 1.0 MGD wastewater treatment facility to be constructed in the south-central portion of the project area to serve the first phases of project development. Ultimately,

a 4.7 MGD plant would be constructed in the northeast portion of the project area. The Specific Plan calls for tertiary-treated effluent to be used to irrigate public landscaped areas, golf courses and parks.

Hesperia Water District has also completed sewer feasibility studies for the sphere area west of I-15, and for proposed Assessment District No. 4, which will encompass portions of the Mojave River corridor, the area south of Ranchero east of Santa Fe, and Main Street. New projects in these areas are being conditioned for hookup to public sewer systems, and it is anticipated that district formation and sewer construction will occur with any new development in these areas.

Much of the water currently drawn from groundwater for domestic use is presently processed for treatment by septic systems. Because of this, most water does not return to the basin and that portion that does could carry pollutants that are hazardous to a person's health. By collecting wastewater through a central system and providing proper treatment pursuant to Title 22, it can be used to recharge the basin and also be reused for irrigation of public green belts and/or golf courses, thereby reducing demands on the groundwater basin. The City intends to pursue an aggressive policy for sewerage new commercial, industrial, multiple family, and single family planned community development.

Another effort to protect groundwater quality has been undertaken by Hesperia Fire Department, which operates a Hazardous Waste Collection Center at Hesperia Fire Station 301 on 11th Avenue. Residents can deposit all household materials such as paints and solvents at the collection center, to avoid contaminating the landfill with hazardous substances.

Water supply and quality are critical issues to High Desert communities, all of which presently depend upon a dwindling supply while facing increasing growth pressures. Continued growth and development within the City will depend upon the region's ability to formulate and implement a comprehensive strategy to address this issue. Measures to be implemented through the City's General Plan include water conservation, use of imported water, increased recharge of the groundwater basin, and preservation of groundwater quality.

Rivers and Other Waters

Surface waters within the planning area include various washes and natural drainage courses (see Figures S-10 and S-11), the California Aqueduct (see Figure L-3) and Hesperia Lake (see Figure OS-2), as well as the Mojave River, which experiences intermittent surface flows.

The major wash areas, the Mojave River, and Hesperia Lake Park are all designated as Open Space on the Land Use Map, in order to protect these areas from urban development, as well as to minimize damage to life and property from flooding and erosion.

Surface water runoff into the California Aqueduct is not permitted by the State Department of Water Resources. Through the development review process, surface water flows are routed over the Aqueduct by means of overshoots.

Encroachment by development into natural drainage courses is monitored by the City Engineering Department through the development review process. Appropriate conditions for channel improvements, setbacks, or natural swales are applied as development proposals are reviewed and approved. Monitoring of required improvements is undertaken throughout the grading and construction process, prior to final project approval. A further discussion of measures for flood control protection is contained in the Safety Element.

Soils

Soils within the planning area are generally sandy or sandy loam, formed on alluvium from Tertiary or Quaternary formations. Specific soil types include alluvial soils, soils unique to active drainage areas, and soils typical of arroyo floors (see Figure CN-2).

Alluvial soils may be subject to erosion by wind and water when disturbed. Soils with high potential for water erosion include the Bryman loamy fine sands found within the northeastern portion of the planning area, and gullied land-haploxeralfs association found within the southern sphere areas. Portions of the area with high wind erosion susceptibilities include nearly all but the southern-most portion of the city, the West Hesperia Sphere, and Oak Hills.

Wind erosion and blowing dust may be minimized through limited grading, rapid revegetation of disturbed areas, establishment of windbreaks, and other soil erosion controls. Grading should be limited to sites scheduled for immediate construction, and disruption of the fragile desert topsoil layer should be avoided wherever possible.

Rates of water erosion are increased substantially by loss of vegetative cover, grading activities, creation of impermeable surfaces, and ineffective slope stabilization during construction. The impacts of water erosion can be mitigated by measures to maximize retention of natural vegetation, revegetate graded areas immediately, promote percolation, avoid rapid runoff, and stabilize soils.

Certain areas of the city contain soils which may inhibit effective use of septic systems, due to slow permeability. In other areas, rapid permeability may permit unfiltered septic effluent to contaminate the groundwater.

Consideration of soil types and their characteristics will be given throughout the development process in order to protect this resource, through review of preliminary grading plans, soil erosion control plans and proposed soil stabilization techniques. Soil types and characteristics are discussed in detail in the City's Master Environmental Assessment. Soil studies and

appropriate mitigation measures should be applied to development proposals within the planning area to mitigate soil erosion and construction impacts.

Biological Resources

The planning area lies generally on alluvial fans extending from the San Gabriel and San Bernardino Mountains on the south to the Mojave Desert on the north. Because of its transitional location between mountain and desert, the planning area contains a biologically complex system of communities, many still relatively undisturbed and containing abundant native vegetation and wildlife (see Figure CN-3).

Plant communities contained within the planning area include woodlands, scrubs and chaparrals, riparian, and meadow/grassland habitats. Generally, the higher elevations contain rockier soils and receive more moisture than lower elevations. Woodland habitats include juniper and live oak woodlands, generally located in the southern portion of the area, and joshua tree woodlands, located throughout the planning area. Chaparrals are found in higher elevations to the southwest, and combinations of desert scrub vegetation including rabbitbrush, sagebrush, and creosote bushes are found throughout. Riparian habitats are found along the Mojave River and in tributary washes. Meadows and grasslands are rare within the planning area, and found within the extreme southern portion.

Threatened or endangered species which may be present within the area include the desert tortoise, Mojave ground squirrel, least Bell's vireo, and California yellow-billed cuckoo. Several sensitive plant, bird, amphibian and reptile species may be present in the planning area. In addition, several of the habitat areas existing in the area are considered sensitive, including alkali meadows, riparian habitat, oak woodlands, and joshua tree woodlands. Figure CN-4 shows Desert Tortoise Habitat Categories within the planning area.

The City has significant biological resources which may be adversely impacted by future development if measures to protect them are not implemented. A habitat inventory is contained within the City's Master Environmental Assessment. Biological resource conservation measures, including preparation of a habitat conservation plan for endangered species, designated preserve areas, and protection of joshuas and other unique species, will be an integral part of planning within the City.

Paleontological Resources

Although the alluvial soils covering most of the planning area is not known to contain fossil remains, there are several fossil localities within the area which have been documented in various geologic formations. According to a data and records search conducted by the San Bernardino County Museum, the planning area contains fossil remains within geologic formations known as the Crowder Formation, the Phelan Peak Formation, the Shoemaker Gravels, and Noble's older alluvium. Some of the fossil remains which have been discovered and documented within these formations include horse, camel, peccary, shrew, squirrel, and other small rodents; clams and snails; mammoth, elephant, llama, and other mammals.

Site grading for new development in areas other than alluvial fans may encounter such paleontological resources. However, these impacts may be avoided by careful monitoring throughout the development process of areas with potential paleontological resources; grading in such areas should be monitored by an on-site paleontological monitor. Grading within areas of recent alluvium is unlikely to disturb any paleontological resources.

Cultural Resources

Because of its location along the Mojave River, the old Mormon Trail, and the railroad, the community of Hesperia has evolved from diverse backgrounds.

Members of the Serrano Indian tribes were the first inhabitants. Indian villages have been identified along the Mojave River banks and in Summit Valley, and many Indian artifacts have been found in the Hesperia area.

The community was first established as a travel corridor. Following the establishment of Spanish missions in Southern California in the mid-1700's, the Spanish explored the western Mojave Desert for an overland route from the Colorado River to the coast of California. Pedro Fages and Francisco Garces were known to have traveled through the area in the 1770's, with subsequent journeys along the same route by Zalvidea in 1806 and Nuez in 1819.

Jedediah Smith, John Fremont and Kit Carson opened the Mormon Trail, which crossed the Mojave Desert and traversed the planning area, in the 1820's and 30's. Following California's admission to the United States in 1849, this route was heavily traveled by settlers.

After establishment of the San Bernardino Baseline and Meridian in 1853, surveys of the interior desert lands began. The site of Las Flores Ranch was surveyed in 1855, and ranching began in the area about five years later.

Figure CN-2
Soil Types

CITY OF HESPERIA MASTER ENVIRONMENTAL ASSESSMENT	
SOIL CHARACTERISTICS	
LEGEND	
102.	AVAILATZ-OAK GLEN ASSOC., GENTLY SLOPING
105.	BRYMAN LOAMY FINE SAND, 0 TO 2% SLOPES
106.	BRYMAN LOAMY FINE SAND, 2 TO 5% SLOPES
107.	BRYMAN LOAMY FINE SAND, 5 TO 9% SLOPES
108.	BRYMAN LOAMY FINE SAND, 9 TO 15% SLOPES
110.	BRYMAN-CAJON ASSOCIATION, ROLLING
111.	BULL TRAIL-TYPIC XEROPHYTE ASSOC., MODERATELY STEEP
112.	CAJON SAND, 0 TO 2% SLOPES
113.	CAJON SAND, 2 TO 9% SLOPES
114.	CAJON SAND, 9 TO 15% SLOPES
119.	CAJON-WASCO, COOL, COMPLEX, 2 TO 9% SLOPES
121.	CRAFTON-SHEEPHEAD-ROCK OUTCROP ASSOC. 2 TO 9% SLOPES
126.	GULLIED LAND-HAPLOXERALS ASSOC.
130.	HAPLARGIDS-CALCIORTHIDS COMPLEX, 15 TO 50% SLOPES
131.	HELENDALE LOAMY SAND, 0 TO 2% SLOPES
132.	HELENDALE LOAMY SAND, 2 TO 5% SLOPES
134.	HESPERIA LOAMY FINE SAND, 2 TO 5% SLOPES
142.	LUCERNE LOAMY SAND, 0 TO 2% SLOPES
143.	LUCERNE LOAMY SAND, 2 TO 5% SLOPES
155.	PITS
157.	RIVERWASH
169.	VICTORVILLE SANDY LOAM
171.	VILLA LOAMY SAND
173.	WASCO SANDY LOAM, COOL, 0 TO 2% SLOPES
174.	WASCO SANDY LOAM, COOL, 2 TO 5% SLOPES
175.	WRIGHTWOOD-BULL TRAIL ASSOC., SLOPING

SOURCE: USDA: SOIL CONSERVATION SERVICE, 1966

SCALE: 1" = 6000'

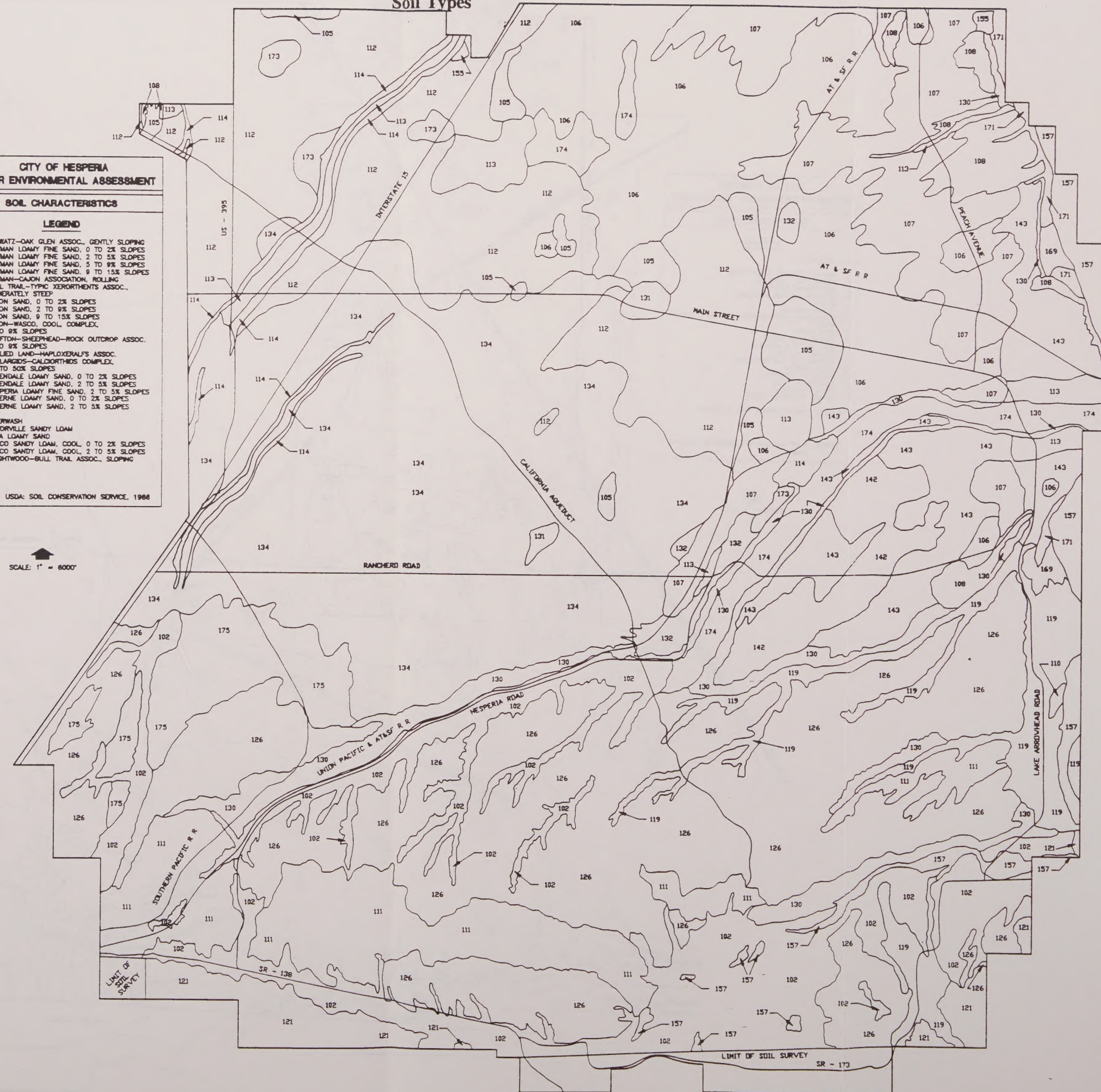


Figure CN-3
Plant Communities

**CITY OF HESPERIA
MASTER ENVIRONMENTAL ASSESSMENT**

PLANT COMMUNITIES

LEGEND

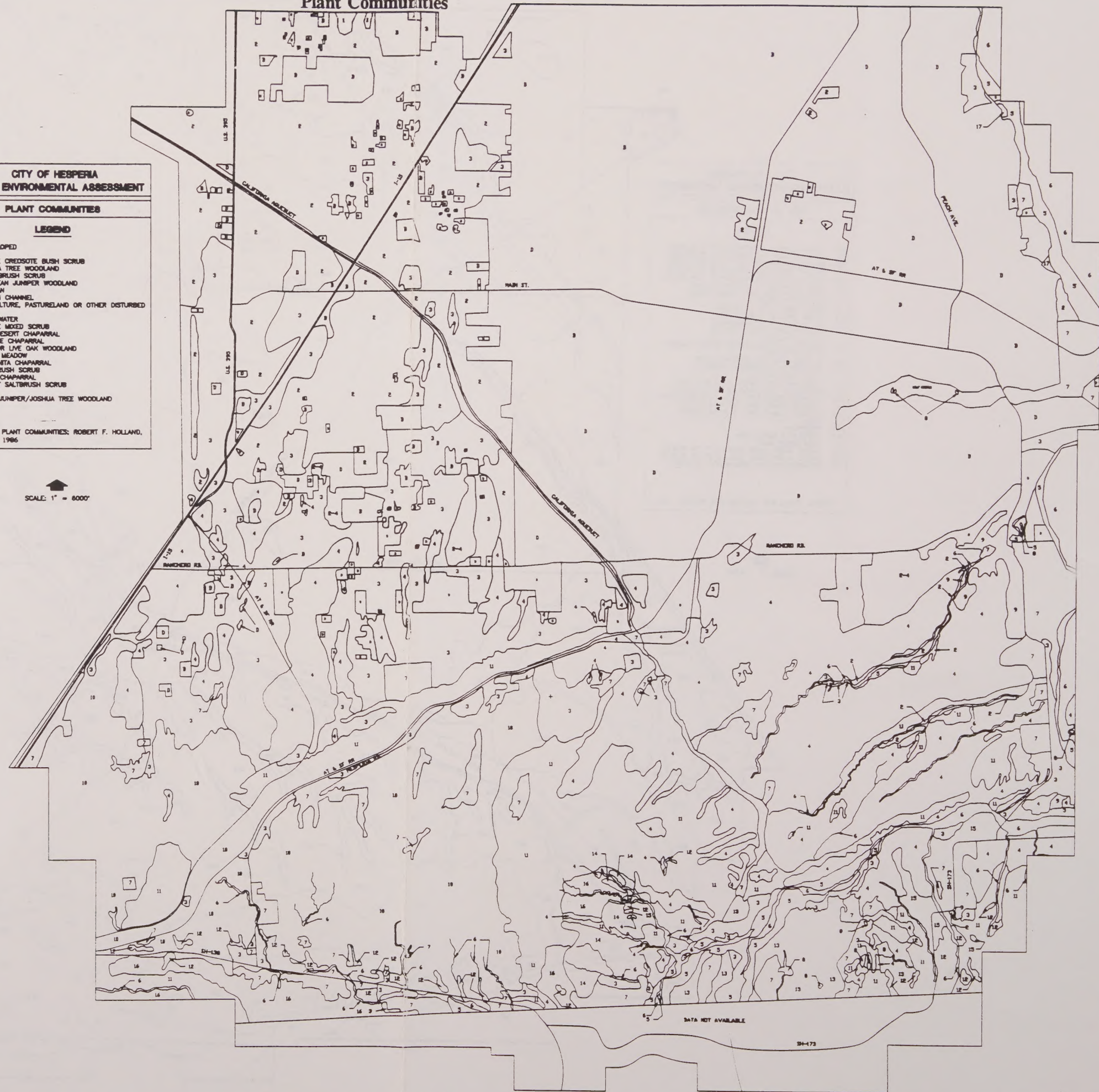
D = DEVELOPED

1. MOJAVE CREOSOTE BUSH SCRUB
2. JOSHUA TREE WOODLAND
3. RABBITBRUSH SCRUB
4. MOJAVEAN JUNIPER WOODLAND
5. RIPARIAN
6. STREAM CHANNEL
7. AGRICULTURE, PASTURELAND OR OTHER DISTURBED AREAS
8. OPEN WATER
9. MOJAVE MIXED SCRUB
10. SEMI DESERT CHAPARRAL
11. CHAMISE CHAPARRAL
12. INTERIOR LIVE OAK WOODLAND
13. ALKALI MEADOW
14. MANZANITA CHAPARRAL
15. SAGEBRUSH SCRUB
16. MIXED CHAPARRAL
17. DESERT SALTBUSH SCRUB

2-4. MIXED JUNIPER/JOSHUA TREE WOODLAND

SOURCE: PLANT COMMUNITIES: ROBERT F. HOLLAND, 1986

SCALE: 1" = 8000'



Early cattle ranchers used the Lugo Crossing to bring cattle from Summit Valley into the Mojave River Valley south of Hesperia for grazing. Early mining also left a mark on the City, with the construction of a road through Cajon Pass in 1852 to transport mining equipment.

The history of Hesperia as a community may be traced to 1869, when 35,000 acres of government land were purchased by Max Strobel, who turned it over to a group of German investors who intended to subdivide and colonize the area. Development was slow in occurring, however, until 1885 when the California Southern Railway was completed through the area, with the depot named Hesperia established at that time.

Just before the railroad was completed, the Hesperia Land and Water Company, led by R. M. Widney and the Chaffey brothers of Ontario, obtained the property for the purpose of creating a permanent settlement. Subdivision crews laid out what was known as the Old Townsite, consisting of 40 blocks of 26 lots each, most measuring 25 x 142 feet.

In 1886, the Hesperia Land and Water Company filed official notice of water appropriation for Hesperia with the County of San Bernardino, thereby establishing water rights for the community. A seven mile long pipeline was laid from Deep Creek which carried water to a reservoir at the townsite. Once water was secured, agriculture became established. Grapes and raisins were early field crops. However, the pipeline was destroyed by floods in 1888, and the town was virtually deserted in a short time. For the next six decades, the area remained sparsely inhabited and developed.

Roy Walters constructed a store in 1915, located on Hesperia Road and Juniper, which is still standing. Another historic building is the old school house, built in 1891 on Main Street near the railroad. These are the only two historic structures remaining in the community. In addition, the original cemetery is located between 5th and 7th Avenues, near Chestnut.

With the advent of the automobile, Old Trails Highway (Route 66) went directly through Hesperia on a route similar to that of the Mormon Trail. In 1924, Highway 66 was realigned and traffic through Hesperia's downtown diminished.

In 1954, Penn Phillips purchased 23,000 acres, including the entire township of Hesperia (T4N, R4W, SBBM). Phillips subdivided the land and began marketing the area to buyers in the Los Angeles basin for its rural atmosphere and affordable housing. Within four years of Phillips' purchase, 1,500 homes were under construction in the township.

Based upon a review of archaeological and archival records, the planning area contains 208 identified sites, including 133 prehistoric sites, 51 historic sites, 11 sites with mixed historic and prehistoric assemblages, and 2 historic structures. The Mormon Road and the Mojave Trail are also recorded as California Historical Landmarks.

Most of the prehistoric sites are located along the banks of the Mojave River and the Antelope Valley Wash, or within the southern portions of Summit Valley.

Historic archaeological sites include homesteads, line camps, mining camps, Las Flores Ranch, and scattered dump and scatter sites. In addition, the original Hesperia cemetery is a potential historic resource.

Because so much of Hesperia's history has been lost over time, conservation of its few remaining historic resources has been identified as a community goal. Prehistoric and Indian artifacts should be identified and retrieved. The proposed establishment of a Serrano Indian Cultural Center in Summit Valley as part of the Rancho Las Flores Specific Plan will help to meet this goal, as will continued review of potentially sensitive sites through the development review process.

The City implements a historic resources review with each development proposal to assess whether the site lies within an area with potential resources (see Figure CN-5). If deemed necessary after review by the County Archaeological Information Center, a cultural resources report is required and recommended mitigation measures are applied to the development proposal. Other measures to be implemented include field surveys of potential historic structures, and investigation of methods to preserve historic buildings within the community.

Air Quality

The City of Hesperia is located within the Southeast Desert Air Basin (SEDAB), under the jurisdiction of the San Bernardino County Air Pollution Control District. According to their records, ozone represents the major regional air quality problem, and particulates represent the major localized problem, within the planning area. Air quality is influenced by the regional ambient air quality, locally emitted pollutants, and factors controlling the intrusion of pollutants into the community from outside areas. Meteorological conditions such as wind direction and speed may facilitate the transport of smog from the South Coast Air Basin through Cajon Pass and into Hesperia.

According to ozone measurements recorded between 1984 and 1988, ozone equalled or exceeded California standards on 36 percent of the days monitored. Ozone levels were significantly lower in Victorville than in Hesperia, due to the greater distance downwind from Cajon Pass, which allows greater dispersion of air pollutants.

The City of Hesperia generally experiences unhealthful air as defined by the California ozone standard on an average of 133 days per year. Violations of state and federal standards occur generally in the late afternoon between May and September, when prevailing winds transport polluted air from the South Coast Air Basin through Cajon Pass. Air quality from October to

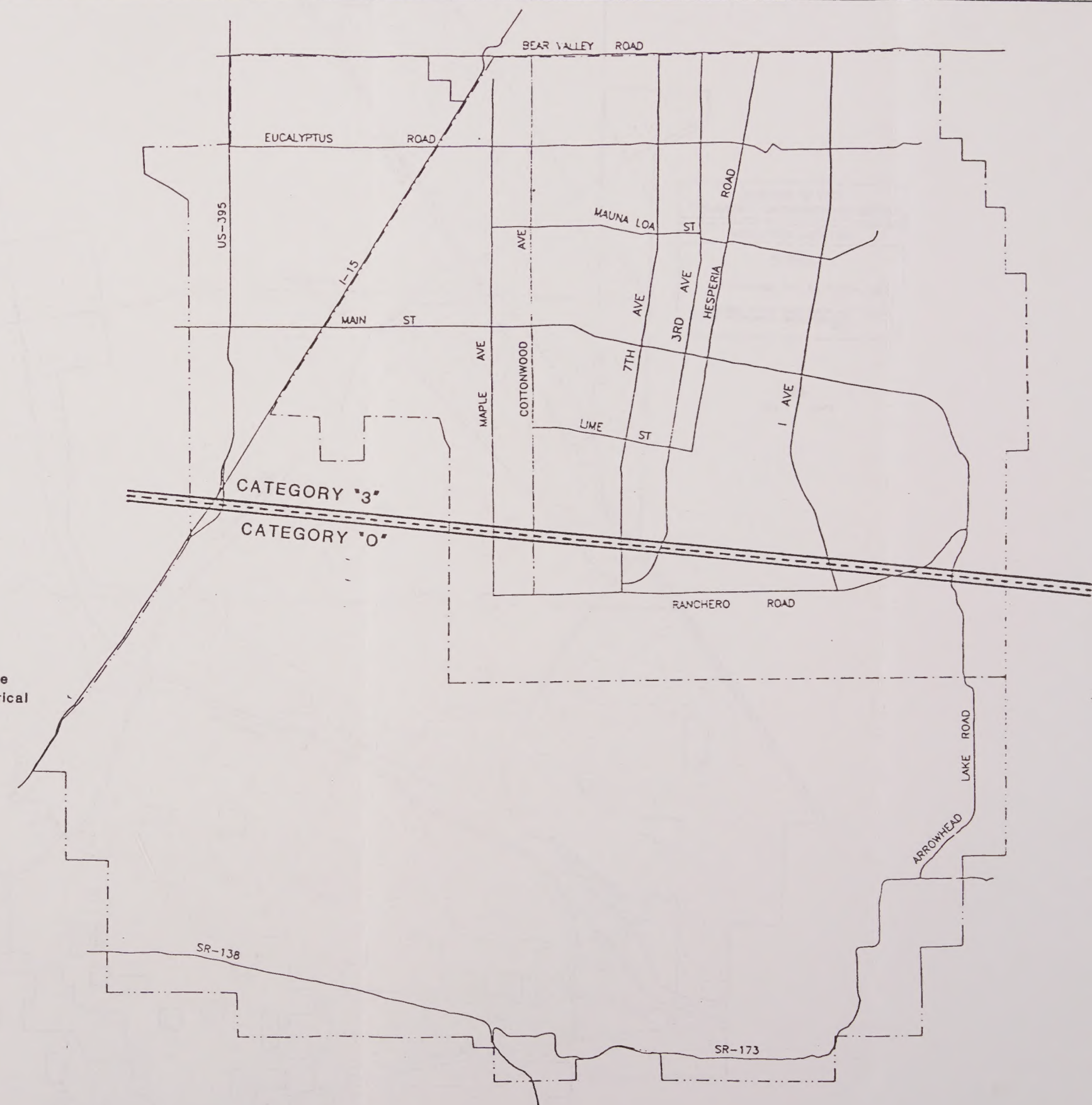
Figure CN-4
Desert Tortoise Habitat

LEGEND

- SPHERE OF INFLUENCE
- - - CITY LIMITS
- ROADS

Category O: Believed to be outside of the tortoise's historical range.

Category 3: Probability of encountering tortoise is low but area is within the historical range of the tortoise.



DESERT TORTOISE HABITAT CATEGORIZATION

Figure CN-5
Cultural Resources Sensitivity Map

Conservation

CITY OF HESPERIA
MASTER ENVIRONMENTAL ASSESSMENT

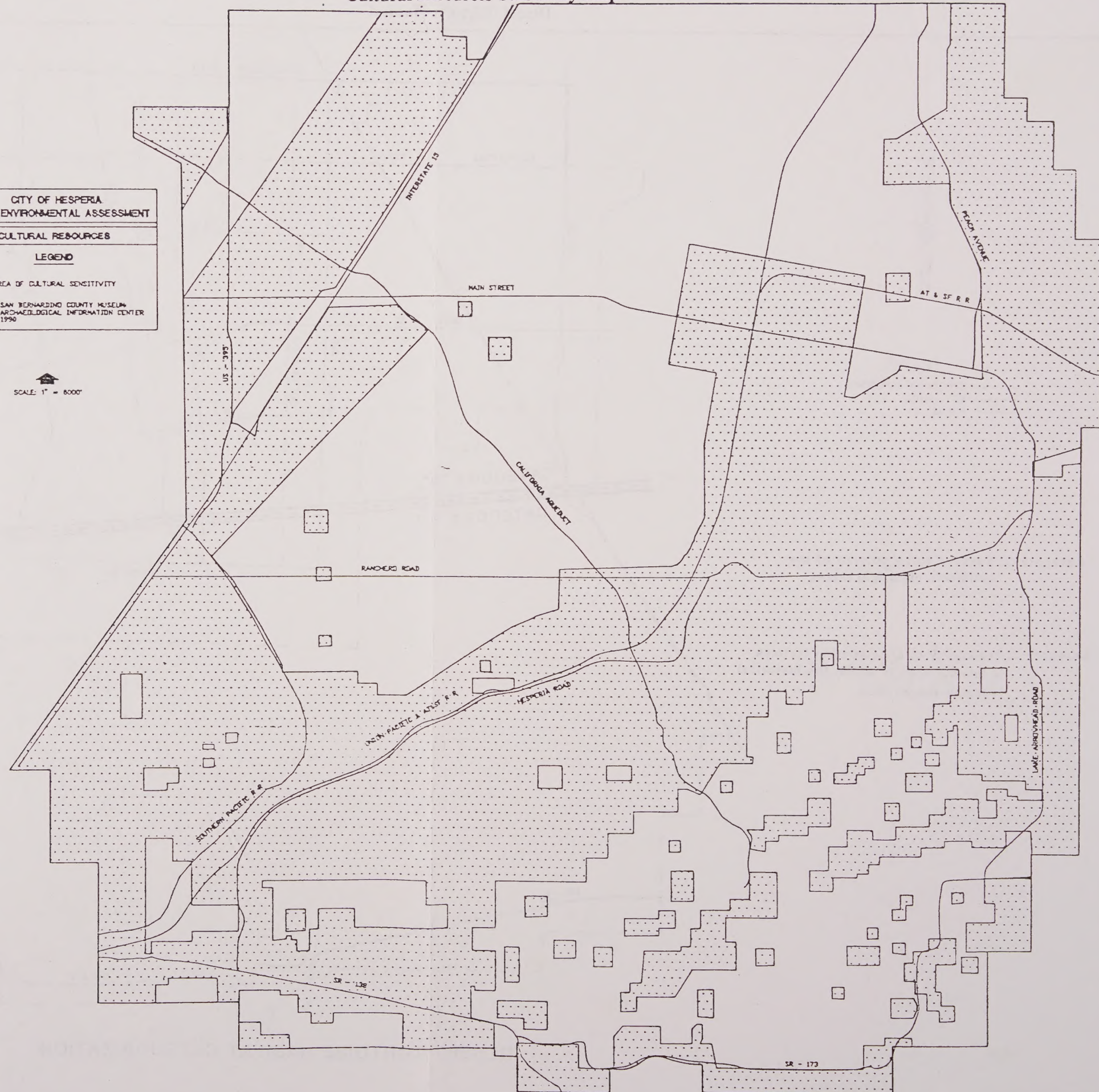
CULTURAL RESOURCES

LEGEND

▨ - AREA OF CULTURAL SENSITIVITY

SOURCE: SAN BERNARDINO COUNTY MUSEUM
ARCHAEOLOGICAL INFORMATION CENTER
1990

SCALE: 1" = 8000'



April, when weather conditions are usually unfavorable for ozone production, is considered good to moderate.

The following summary of air pollution in the planning area is taken from the San Bernardino County Air Pollution Control District's *Annual Report 1990*:

Ozone levels within the High Desert have historically been found highest in the communities of Hesperia and Phelan. This is due in great part to the proximity of these areas to Cajon Pass, where transport smog enters the valley from the San Bernardino Valley and neighboring South Coast Air Basin. The San Bernardino APCD is able to track the progress of transient pollution within the District each day. But not all smog is originated from outside the District. On calm days one can see the haze which forms within the valley from local sources, a major cause being automobile traffic and other transportation sources. During the day, energy from the sun works to convert nitrogen oxides into ozone. For this reason the highest levels are usually found during the hot summer months. Monitoring equipment shows a correlating decline in NOx as the sun rises and ozone levels increase.

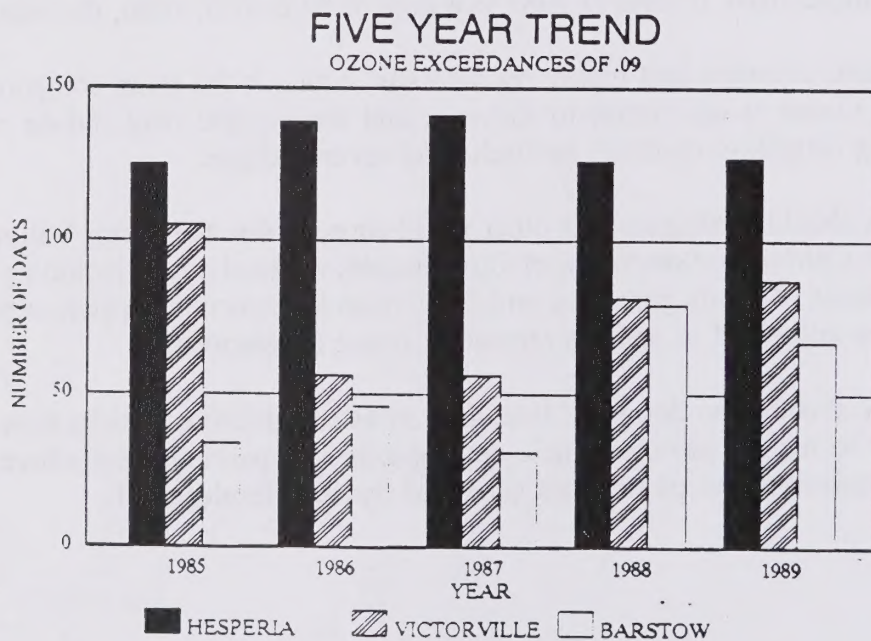
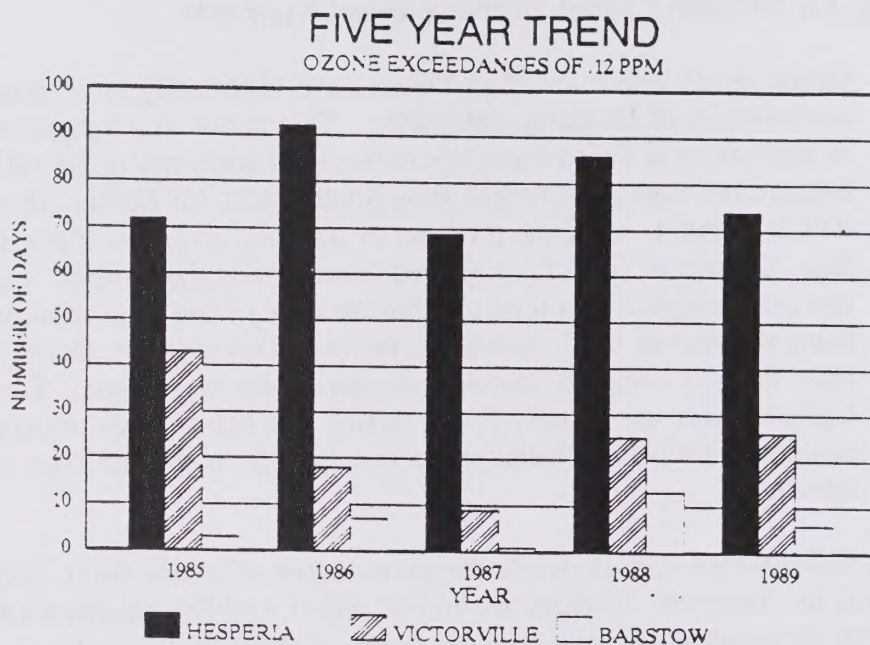
Figure CN-6 shows APCD trends for exceedances of ozone from 1985 through 1989. State standards for ozone are .09 parts per million (ppm), and Federal standards are .12 ppm. Trends show that exceedances of state standards have remained fairly steady, from 125 days in 1985 up to a high of 141 days in 1987 and back to 127 days in 1989. Exceedances of Federal ozone levels ranged from 72 days in 1985 to a high of 92 days in 1986, declining to 74 days in 1989.

A pungent, colorless and highly reactive gas, ozone is the main component of photochemical smog. Ozone is an irritant to the eyes and throat, and may induce respiratory symptoms including coughing, choking, headache and severe fatigue.

The City should participate with other jurisdictions within the Victor Valley in implementing the Southern California Association of Governments regional plans, including a plan for air quality management. Locally generated emissions from construction, vehicle trips, and industrial uses should be addressed in policies regulating future development.

The City should also designate land uses so as to minimize vehicle trips where possible, and continue to require paving on new development and parking areas where feasible, in order to reduce emissions and particulates generated by new development.

Figure CN-6
Five Year Ozone Trends



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Visual and Aesthetic Resources

The City of Hesperia is located on a high desert mesa, offering sweeping views of the Mojave Desert, the Mojave River, and the surrounding mountains and valleys. The north side of Mount Baldy is clearly visible from most areas of Hesperia, as are panoramic views of the Mojave River, adjacent cities, and the surrounding desert. Summit Valley contains numerous scenic vistas from its ridges and valleys, and a scenic valley floor which is planned to remain in open space.

Recognition and preservation of visual resources such as these will contribute significantly to the overall desirability of Hesperia as a place to live and conduct business. The physically striking setting of the City is one of its greatest attributes, and preservation of these views will contribute both economically and socially to the City's future development. Design guidelines for new development and signs, establishment of scenic corridors, and consideration of view amenities within individual developments will be incorporated into the city's policies regulating land use.

Development should occur so as not to be discordant or out of place in the desert environment. The City should establish architectural guidelines for new development which will enhance the unique sense of place within Hesperia as a high desert community.

The City can improve its visual image through establishment of aesthetically pleasing entrance points and major arterial corridors. This can be accomplished through street landscaping compatible with the desert environment, and through use of monumentation.

Goals, policies and implementation measures to protect aesthetic resources are contained within the Community Design chapter of this element of the General Plan.

Agricultural Land

The planning area contains one small portion of land which the State of California has classified as "unique farmland". Unique farmlands are lands of lesser quality soils used for the production of the State's leading agricultural cash crops. This area is located along the Mojave River in the eastern portion of the city (see Figure CN-7). The area is currently under cultivation with alfalfa.

Within the sphere area of Summit Valley, the Rancho Las Flores Specific Plan proposes cancellation of Williamson Act Agricultural Preserve Contracts on 2,900 acres, principally in the bluffs/highland area, that have no significant agricultural value. The existing contract was initiated in 1977 between one of the prior property owners and the County of San Bernardino. A Notice of Non-Renewal was filed in 1987 pursuant to the provisions of the Williamson Act.

Preservation of land under alfalfa production is not considered to be beneficial within the planning area, due to the high rate of water consumption by this use. The Land Use Map prepared for the General Plan designates this area as Open Space and Rural Estate, rather than retaining an agricultural designation.

Energy Conservation

Future energy use within the planning area will be primarily from use of transport vehicles. Other uses will include construction-related vehicle fuel consumption, household consumption of electrical and natural gas resources, and commercial/industrial energy consumption.

The City's goal in implementing the General Plan is to achieve efficient use of energy resources within the planning area. This goal may be achieved by reducing per capita consumption of energy, decreasing reliance on natural gas and oil, developing new renewable energy resources, and reducing vehicle miles traveled.

Construction requirements may also contribute to energy conservation, along with site design techniques such as building orientation and landscaping.

The City implements State Energy Conservation Standards. In addition, the City will encourage energy conservation through all phases of the development process.

Mineral Resources

Naturally occurring mineral resources within the planning area include sand, gravel or stone products that are suitable as sources of concrete aggregate, primarily within wash areas and Summit Valley. The State Department of Conservation, Division of Mines and Geology has classified these areas according to the presence or absence of significant concrete-grade aggregate deposits. The land classification is presented in the form of Mineral Resource Zones (MRZ) (see Figure CN-9, CN-9, & CN-10). Additionally, areas available for mining concrete aggregate are identified as Aggregate Resource Areas (ARA) and are considered to have current land uses compatible with mining (see Figure CN-11, CN-12 & CN-13).

Preliminary resource assessments for the Rancho Las Flores project area within Summit Valley identified several aggregate resources. The identified deposits include gravelly alluvium along the West Fork Mojave River, and within the flood-plain of Grass Valley Creek, and sandy alluvium along the large northeast-trending drainages in the northeastern portions of the project area. These resources may have potential use for construction materials, if recovered in the course of construction activity. However, any recovery and processing of these materials could result in increased erosion, siltation, loss of habitat or other environmental impacts if not properly mitigated. The City will require comprehensive reclamation plans for any resource recovery activity within the planning area.

LEGEND

- 102 AVAWATZ OAK GLEN ASSOCIATION,
GENTLY SLOPING
- 105/106 BRYMAN LOAMY FINE SAND
- 174 WASCO SANDY LOAM, COOL
- 113 CAJON SAND
- 169 VICTORVILLE SANDY LOAM
- 171 VILLA LOAM SAND
- 134 HESPERIA LOAMY FINE SAND
- 142/143 LUCERNE SANDY LOAM
- 131/132 HELENDALE LOAMY SAND



Possible Agricultural
Soils



Unique Farmland

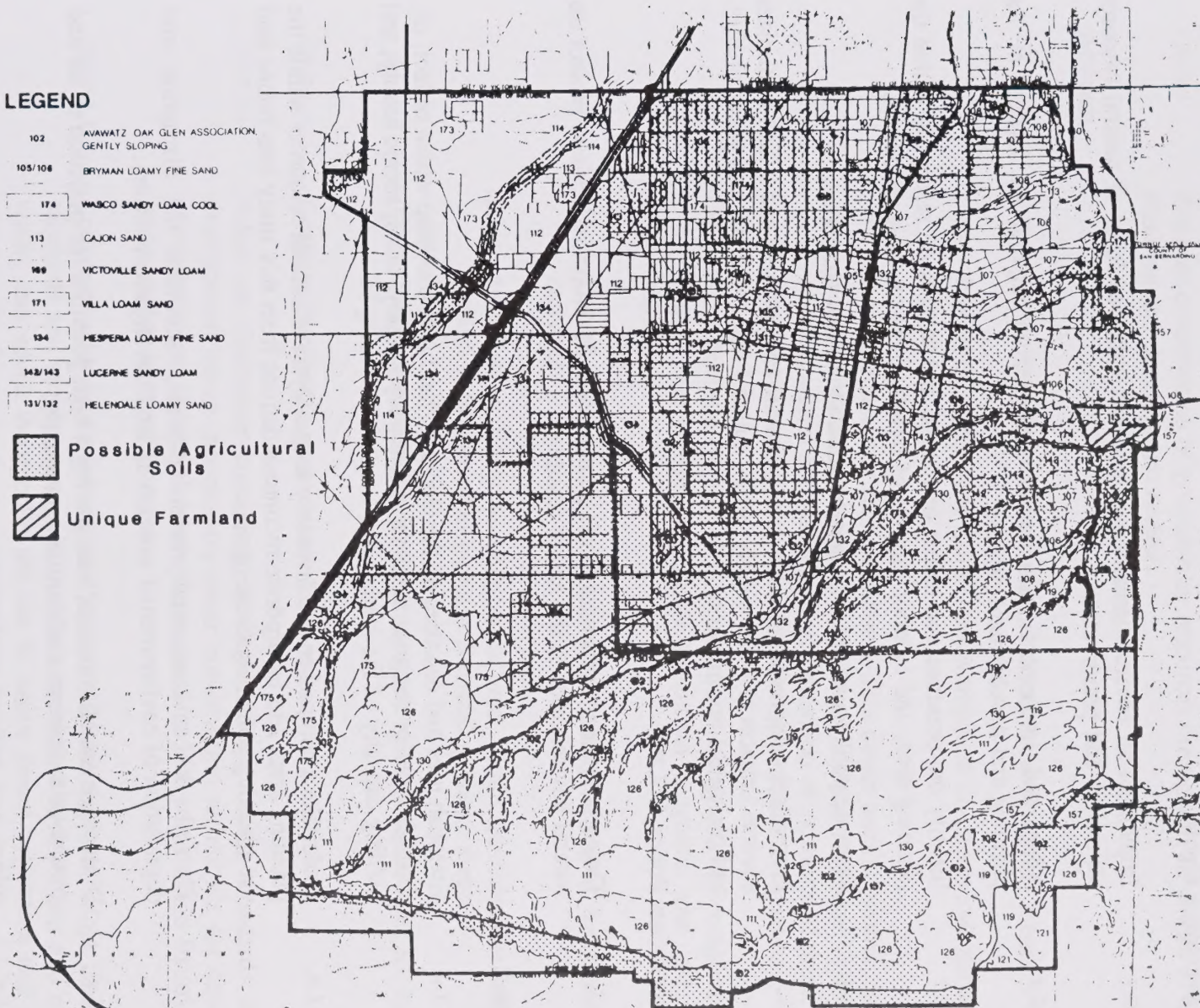


Figure CN-7
Agricultural Soils

CN-19

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AGRICULTURAL SOILS

PRICE: \$10.00

City of Hesperia



UNIVERSITY OF CALIFORNIA
DAVIS

II. Conservation Goals, Policies and Actions

Conservation Goals

- CN.G.1* Implement an environmentally sensitive and balanced level of natural resource utilization and preservation.
- CN.G.2* Adopt and implement conservation strategies throughout all aspects of the planning and development process.
- CN.G.3* Identify the presence and extent of natural and man-made resources within the planning area, and monitor impacts of development on these resources.
- CN.G.4* Promote public awareness of conservation issues and strategies.
- CN.G.5* Promote development which is sensitive to the environment and which minimizes adverse impacts to water supply, soils, cultural resources, air and water quality, and biological resources.

Conservation Policy CN.P.1

- CN.P.1* Throughout the process of land use planning and development review, protect the natural environment to the extent feasible.

Actions:

- CN.P.1.a* Establish uses and densities on the General Plan Land Use Map which reflect, or, through superior design, are sensitive to the topography, biota, scenic beauty, and holding capacity of the land.
- CN.P.1.b* Undertake a comprehensive inventory and analysis of natural resources within the planning area, and incorporate recommendations from this study into future land use planning policies and decisions.
- CN.P.1.c* Through the environmental review process, minimize the disruption and degradation of environmental systems as land development occurs.
- CN.P.1.d* Discourage establishment of uses having a high potential for pollution of air and groundwater resources within the community.
- CN.P.1.e* Adopt and enforce performance standards for industrial uses to assure an acceptable conformance with environmental standards.

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Conservation Policy CN.P.2

CN.P.2 Promote conservation of groundwater resources throughout all phases of land use planning and development review.

Actions:

CN.P.2.a Increase recharge of groundwater basins through the following means:

- (1) Protecting watersheds from overdevelopment of impervious surfaces and erosion.
- (2) Avoiding concrete channelization within major natural washes, including the Oro Grande (east and west branches) and the Antelope Valley wash, where practical and feasible, and protection of portions of these washes for groundwater recharge through the Open Space designation.
- (3) Consideration of future construction of subregional sewerage treatment plants, with reuse of effluent for urban irrigation and groundwater recharge.
- (4) Use of flood control facilities such as retention basins for groundwater recharge.
- (5) Establishing limits to impervious area within development sites, and providing incentives to increase potential recharge areas.
- (6) Studying the feasibility of treatment and reuse of wastewater for irrigation of public landscaped areas.

CN.P.2.b Continue to monitor groundwater levels.

CN.P.2.c Adopt an Ordinance containing development and design standards for new development which incorporates water conservation techniques for residential, commercial and industrial development, such as low water usage fixtures and a water appliance retrofit program.

CN.P.2.d Cooperate with local and regional agencies to develop and adopt landscaping standards and requirements which reflect the desert environment and conserve water, and which incorporate the use of native desert vegetation and drought resistant species.

- CN.P.2.e* Utilize only drought resistant plant materials within landscaped public rights of way and median islands.
- CN.P.2.f* Require use of drip irrigation on new development.
- CN.P.2.g* Seek to utilize imported water to the maximum extent permissible within the near future.
- (1) Participate in negotiating inter-agency agreements within Mojave groundwater basins.
 - (2) Pursue acquisition and use of imported water through Mojave Water Agency allocations and water marketing agreements.
 - (3) Encourage and cooperate with Mojave Water Agency in long-range water marketing efforts.
- CN.P.2.h* Study the feasibility of requiring new development to mitigate its impact on regional water supplies through various measures, including, but not limited to the following:
- (1) Purchase of supplemental water;
 - (2) Recharge of water supply;
 - (3) Establishment of a water impact fee.
- CN.P.2.i* Encourage reduction of agricultural usage of water within the planning area.
- CN.P.2.j* In Hesperia's Water Master Plan update, estimate Hesperia's future water demands.
- CN.P.2.k* Participate in preparation of a Basin Management Plan for the Upper Mojave Basin, in conjunction with Rancho Las Flores and other affected agencies.

Conservation Policy CN.P.3

- CN.P.3* Protect groundwater quality throughout the planning area, on individual sites as well as through mitigation of regional impacts.

Actions:

- CN.P.3.a* Through implementation of the Sewer Master Plan, continue to expand the City's sewer system to serve new and existing development.
- CN.P.3.b* Require that new commercial, industrial and multiple-family development provide for eventual hook-up to public sewers.
- CN.P.3.c* Require that residential development be sewerred or provided with approved septic systems that meet minimum density criteria as established by the Lahontan Regional Water Quality Control Board, along with dry sewers for later hook-up where indicated by the Sewer Master Plan.
- CN.P.3.d* Require any dust-proofing agents to be non-polluting.
- CN.P.3.e* Regulate industrial or commercial uses utilizing hazardous or potentially polluting materials and fluids to prevent their discharge into the groundwater.
- CN.P.3.f* Continue to monitor well data for water quality indicators and take appropriate measures in the event of contamination.
- CN.P.3.g* Facilitate assessment district formation or other forms of public financing to expand the public sewage disposal system.
- CN.P.3.h* Prohibit use of package sewer treatment plants for residential uses, except for approved septic systems on individual lots.
- CN.P.3.i* Require mandatory sewer hook-up in the event of septic system failure, if the site is adjacent to an existing sewer line.

Conservation Policy CN.P.4

- CN.P.4* Protect fragile desert soils from wind and water erosion caused by new development or recreational uses.

Actions:

- CN.P.4.a* Within residential subdivisions, minimize grading to the extent feasible through clustering, density transfers, designation of non-graded areas on tentative tracts, utilization of natural contours, split level building pads, and other flexible design standards.
- CN.P.4.b* Require erosion control and dust-proofing measures at construction sites.

- (1) Minimize the amount of disturbed area on construction sites.
- (2) Control site runoff during construction.
- (3) Require rapid revegetation following completion of construction work.
- (4) Where cut and fill slopes are created in excess of 4 feet in vertical height, require detailed landscaping plans prior to approval of grading plans.

CN.P.4.c Establish the following slope development guidelines:

For slopes less than 10%: Grading with conventional fully padded lots and terracing is acceptable.

For slopes between 10% and 19%: Development and grading may occur, but should be designed to retain the natural character of existing landforms. Split level architecture, with stacking and clustering, should be used where feasible.

For slopes between 20% and 29%: Hillside architectural and design techniques should be used. Architecture should conform to the natural landform. Mass grading is to be discouraged.

For slopes between 30% and 39%: Development should be permitted only in less visually prominent areas, where it can be clearly demonstrated that safety, environmental and aesthetic impacts will be minimized. Grading should be allowed only for individual building foundations, driveways, local roads, utilities, etc; mass grading is not allowed.

For slopes greater than 40%: Development not permitted, due to public safety concerns and the difficulty of providing services in these areas.

CN.P.4.d Through design review and geotechnical evaluation, ensure adherence to City standards for grading and soil stabilization.

CN.P.4.e Limit extent of permitted grading in areas with highly erodible soils.

CN.P.4.f Require erosion protection and revegetation on new development within hillside or other sensitive areas.

CN.P.4.g Encourage establishment of windbreaks where appropriate.

CN.P.4.h Regulate off road vehicle use in areas subject to soil erosion.

- CN.P.4.i* Develop, adopt and implement a hillside development ordinance with standards for hillside grading, land use, access and site design for protection of hillside areas from excessive erosion.
- CN.P.4.j* Provide public information material on a regular basis to encourage residents to limit scraping and grading of their lots, in order to preserve natural vegetation for erosion protection.

Conservation Policy CN.P.5

- CN.P.5* Protect air quality within the planning area through land use planning strategies and development review processes.

Actions:

- CN.P.5.a* Establish performance standards for new industrial development to regulate emissions and particulates.
- CN.P.5.b* Utilize and adhere to standards established by the Southeast Desert Air Basin.
- CN.P.5.c* Establish land use policies which minimize degradation of air quality through reduction of vehicle trips and more efficient traffic flow.
- (1) Achieve a pattern of development which shortens trip lengths through improved jobs/housing balance and a more compact urban form, through efficient utilization of the freeway corridor.
 - (2) Maximize energy efficiency through land use and transportation planning, the use of renewable resources, and the implementation of conservation measures.
- CN.P.5.d* Require use of dust palliatives on construction sites to reduce or eliminate fugitive dust emissions.
- CN.P.5.e* Encourage changes in travel behavior by reducing the number of home-to-work trips and reducing the use of single-occupant vehicles.
- CN.P.5.f* Maximize productive use of existing transportation facilities by implementing system and demand-management techniques in a cost-effective manner.

- CN.P.5.g* Prevent the location of new sensitive receptors (including schools, child care centers, hospitals, playgrounds, retirement homes and convalescent homes) within 500 feet of major existing or planned pollution sources, and prevent the location of new pollution sources within 500 feet of sensitive receptors.
- CN.P.5.h* Increase citizen awareness and participation in efforts to reduce air pollution.
- CN.P.5.i* Maintain a balance between the achievement of clean air and the other major goals of the community.
- CN.P.5.j* Coordinate air quality planning and implementation efforts with other responsible agencies, including SCAG, SANBAG, APCD, and other high desert cities.
- (1) Participate in development, adoption and implementation of Air Quality Improvement Strategies.
 - (2) Participate in formulation and adoption of the Air Pollution Control District's Plan to attain state ambient air quality standards required by the California Clean Air Act of 1988.
- CN.P.5.k* Restrict or prohibit open burning.

Conservation Policy CN.P.6

- CN.P.6* Preserve sensitive or protected desert vegetation and animal species, and habitat areas throughout the planning area.

Actions:

- CN.P.6.a* Adopt and enforce desert plant protection regulations.
- CN.P.6.b* Comply with Federal and State programs and cooperate with regional efforts to protect threatened and endangered species.
- CN.P.6.c* Conduct a biological assessment of the planning area and identify sensitive habitat areas.
- (1) Establish a biological resource map and evaluate new development proposals for impacts on biological resources.
 - (2) Through the development review process, require appropriate mitigation for developments which will adversely impact biological resources.

- CN.P. 6.d* Protect sensitive habitat areas, including the Mojave River Wash and other riparian areas, from overuse by recreational users, off road vehicles, or development.
- CN.P. 6.e* Where feasible, re-establish riparian vegetation in areas damaged by overuse.
- CN.P. 6.f* Assess impacts of proposed development on biological resources on a site specific basis.
- CN.P. 6.g* Encourage use of "Adopt a Tree" programs for preservation of Joshua trees.
- CN.P. 6.h* Identify areas of healthy Joshua tree woodlands which should remain undisturbed.
- CN.P. 6.i* Limit site grading on new development to preserve native desert habitat, where feasible.
- CN.P. 6.j* Identify areas to receive transplanted Joshua trees, junipers, and other protected desert plants, and require preservation or transplant of all protected plants which can feasibly be relocated.
- CN.P. 6.k* Require retention of native desert vegetation on individual lots to the extent feasible.
- CN.P. 6.l* Develop City-wide policies for mitigation of impacts to Joshua tree woodlands, oak woodlands, riparian areas, and other valuable open space areas.
- (1) Require a 100 foot buffer between new development and riparian habitat.
 - (2) Retain a contiguous network of natural open space areas, to avoid habitat fragmentation and isolation.
 - (3) Utilize cluster development techniques where feasible to protect natural habitat areas.
- CN.P. 6.m* Participate with other High Desert agencies in preparation of a multi-species habitat conservation plan, for protection of endangered and threatened species.

Conservation Policy CN.P.7

CN.P.7 Protect mineral resources for eventual utilization by the community.

Actions:

CN.P.7.a Identify any significant mineral resources within the planning area and protect them from encroachment by residential or other incompatible development, for future use.

CN.P.7.b Adopt policies and procedures for mining and processing of mineral resources.

- (1) Develop criteria for location and operation of mineral processing so as to minimize adverse impacts to the environment, watersheds, wildlife, aesthetic resources, public health and safety, and adjacent land uses.

CN.P.7.c Establish and implement standards requiring reclamation of any mined areas.

- (1) Require Mining Reclamation Plans for any proposed mining operations in the planning area.

Conservation Policy CN.P.8

CN.P.8 Promote energy conservation measures in new construction through a variety of measures.

Actions:

CN.P.8.a Implement standards for energy-conserving design and insulation of structures.

CN.P.8.b Encourage the use of new energy options, including active and passive solar systems.

CN.P.8.c Encourage energy-efficient site planning through building orientation, landscaping, and utilization of alternative energy sources.

- (1) Adopt standards for site plans to increase energy conservation through configuration, orientation, building height, lot coverage and setback to facilitate solar access, and parking lot shading.

- (2) Adopt standards for subdivisions to increase energy conservation through street lay-out, sidewalk design, on-site drainage, solar easements, functional landscaping, and structure orientation for solar access.

CN.P.8.d Distribute land uses in such a way as to minimize the demand for energy consumption, and maximize the effectiveness of energy consumed.

CN.P.8.e Participate in regional resource recovery programs.

CN.P.8.f Encourage use of energy-efficient street lighting and parking lot lighting, such as high pressure sodium vapor lights.

CN.P.8.g Enforce energy use guidelines in Title 24 of the California Administration Code, with regard to heating, cooling, lighting, insulation, hot water supply, building orientation, and landscaping.

Conservation Policy CN.P.9

CN.P.9 Identify and adopt regulations protecting historic, archaeological, and other cultural sites and resources.

Actions:

CN.P.9.a Develop and maintain a cultural/archaeological sensitivity map and review development with respect to cultural resources in consultation with the San Bernardino County Archaeological Information Center, and adopt the Cultural Resources Sensitivity Overlay designation in the General Plan.

CN.P.9.b Require studies to identify and evaluate cultural resources that will be affected by specific development proposals, when recommended by the San Bernardino County Archaeological Information Center following preliminary review.

CN.P.9.c Mitigate destruction of cultural resources through mapping and data recovery of significant prehistoric sites that cannot be avoided and preserved in place.

CN.P.9.d Identify, preserve, and protect sites and structures of historic or cultural significance to the community, in such a way as to enhance these sites.

- (1) Implement a City historic preservation ordinance, to enable the City to identify, designate and protect historic and cultural resources.

- (2) Through the review process, ensure that new development within or adjacent to designated sites is designed so as to complement and/or enhance such sites.

- CN.P.9.e* Identify areas with potential for paleontological resources, and require paleontological monitoring of any grading occurring on these sites.
- CN.P.9.f* Conduct a field inventory of structure locations shown on 1902 and 1942 topographic maps, to determine the presence of any historic structures within the planning area.

Conservation Policy CN.P.10

- CN.P.10* Participate with other agencies in developing a plan for future use of the Mojave River which provides for community recreational uses, water recharge, and protection and enhancement of riparian habitat.

Actions:

- CN.P.10.a* Participate in regional planning efforts for the Mojave River.
- CN.P.10.b* Coordinate with the Hesperia Recreation and Park District to enhance the Deep Creek area for multiple uses, including natural open space, recreation, biota protection, and recharge.
- CN.P.10.c* Provide recreation access to the river area at designated points.
- CN.P.10.d* Coordinate with the County of San Bernardino, the Town of Apple Valley, and the City of Victorville in implementing a regional recreation and trail system through the Mojave River Wash linking to other regional trails.
- CN.P.10.e* Protect habitat within the wash area from destruction by off road vehicle use.
- CN.P.10.f* Regulate recreational use of the river wash so as to protect biological and soil resources.

III. Conservation Implementation Measures

Conservation goals, policies and actions will be implemented by the City through the following measures:

- CN.I.1* Adoption of land uses and densities on the General Plan Land Use Map so as to preserve and protect watersheds, soils, biological and other natural resources, and minimize vehicle trips and energy use.
- CN.I.2.* Adoption of a City Development Code, containing standards for impervious surface areas, hillside grading, landscaping and irrigation, energy- and water-efficient construction and site design, and other similar conservation measures.
- CN.I.3* Completion and maintenance of a Master Environmental Assessment for the planning area, and use of the MEA in all environmental reviews.
- CN.I.4* Implementation of CEQA (California Environmental Quality Act) review procedures on all discretionary planning projects, to assess and mitigate conservation impacts.
- CN.I.5* Through the development review process, assessment of potential impacts on resources, with requirements for conditions or design measures to minimize these impacts to the extent practicable.
- CN.I.6* Participation and active cooperation with Mojave Water Agency, Rancho Las Flores, and adjacent cities to prepare a Basin Management Plan for the Upper Mojave Basin, and to pursue means to obtain and distribute imported water and identify opportunities to purchase additional water.
- CN.I.7* Implementation of ordinances and standards adopted by Hesperia Water District and Hesperia Recreation and Park District to promote water conservation.
- CN.I.8* Implementation and maintenance of the Water and Sewer Master Plan prepared by Hesperia Water District.
- CN.I.9* Preparation and implementation of a Master Plan for Drainage, incorporating groundwater recharge measures.
- CN.I.10* Facilitation of assessment district formation to finance public water, sewer and drainage improvements.

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- CN.I.11* Participation with the San Bernardino County Air Pollution Control District in formulating and implementing an Air Quality Plan for the Victor Valley.
- CN.I.12* Through the development review and permitting process, implementation of plant and animal protection measures for protected, threatened and endangered species.
- CN.I.13* Distribution of informational materials to the general public regarding conservation measures for soil, water, and biological resources.
- CN.I.14* Adoption of standards for processing and reclamation of mineral resource areas.
- CN.I.15* In the Master Environmental Assessment, designation of cultural sensitivity and biological sensitivity areas, and establishment of procedures to assess and mitigate impacts within these areas.
- CN.I.16* Participation with adjacent jurisdictions to prepare and implement a master plan for the Mojave River.



City of Hesperia General Plan



Safety Element

Safety Element

In long range planning for future land development, State law requires that a City consider public safety issues which could impact that development. Government Code Section 65302(g) requires that the general plan shall include "a safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

This element of the General Plan contains background information, policies, and implementation programs relating to public safety within the planning area. The Chapter addresses potential geologic and seismic hazards, flood hazards, urban and wildland fire hazards, and safety issues relating to airport use, disaster preparedness planning, and handling of hazardous materials. The issues of tsunami, seiche, and dam failure were not considered to be significant hazards within the planning area.

I. Background and Planning Issues

Geologic Hazards

Seismic Impacts

According to the Master Environmental Assessment (MEA) prepared for the General Plan, "no faults that offset or displace late Quaternary through recent alluvium have been identified within the study area, and none of the study area falls within Special Studies Zones designated pursuant to the Alquist-Priolo Act." Active and potentially-active faults in the vicinity of the City of Hesperia are shown in Figure S-1.

The Cleghorn Fault traverses the Silverwood Lake area one to two miles south of the southern sphere of influence boundary; this fault has not generated a major historic earthquake. Surface rupture along the Cleghorn Fault is believed to have occurred within the last 11,000 years (Holocene time). The maximum credible magnitude of an earthquake on this fault is 6.5.

The north frontal fault zone of the San Bernardino Mountains passes two to three miles east of the Hesperia city limit, along the base of the Ord Mountains. This zone is believed to have been active during the Quaternary, and portions of the fault show evidence of Holocene activity. The fault is considered to be active, and has been assigned a maximum credible magnitude of 6.2.



**ACTIVE AND
POTENTIALLY ACTIVE FAULTS NEAR HESPERIA**

URS
CONSULTANTS
MAKING
TECHNOLOGY
WORK

The Helendale Fault, a northwest-trending fault with Holocene offset, passes approximately 11 miles northeast of the planning area. The maximum credible magnitude of an earthquake on the Helendale Fault is estimated to be 6.7.

Faults of the San Andreas system, including the San Andreas and San Jacinto fault zones, pass approximately four to six miles southwest of the planning area. They are the nearest known historically active faults. The maximum credible magnitude for an earthquake on the San Andreas Fault segment near the study area has been estimated to range from 8.1 to 8.3. A major earthquake along the southern San Andreas Fault represents a more significant potential seismic shaking hazard to the City than do events on the other nearby faults. It has been estimated that an 8.3 earthquake along the San Andreas Fault would result in a ground-shaking intensity of 8 on the Rossi-Forel Scale, or VII to VIII on the Modified Mercalli Scale (Figure S-2).

Potential damage resulting from ground-shaking during a seismic event along the San Andreas system may include severe damage or collapse of poorly-constructed structures, and lesser damage to special designed or substantial buildings; collapse of chimneys; breakage of trees or branches; movement of frame houses that were not bolted to their foundations; small slides or caving of gravel banks; waves on ponds, lakes, or reservoirs; cracking of the ground; and breakage of underground pipes. Modeling of the San Andreas system suggests that these hazards would be restricted to the southern portion of the planning area.

In 1982 the California Division of Mines and Geology published a regional assessment of the damage that a major earthquake on the San Andreas Fault would cause. The hypothetical event was a Magnitude 8.3 on the Richter Scale. Fault movement was postulated to occur along the San Andreas Fault southeastward to the Cajon Canyon, immediately southwest of Hesperia. The following summarizes the major damage expected to occur, and by the authors' admission probably represents a worst case scenario.

Interstate 15 and Highway 138 through Cajon Pass would be closed for at least 72 hours due to landslides and possible surface rupture of the roadways. However, Highway 18 through Crestline, leading down to San Bernardino, could probably be reopened within 12 hours, as well as other mountain roads which are located further to the east and more remote from the fault. The rail lines of the three major railroads traversing Cajon Pass, Union Pacific, Southern Pacific and the Santa Fe, would be out of operation for at least 72 hours. One or more of the rail lines could be inoperable for up to a month. Telephone and other communications would be initially disrupted. However, in the Hesperia area, damage would be relatively light; it was estimated that 50 percent of full telephone operations would be restored within one and a half days. In summary, Hesperia would be largely cut off from the metropolitan area of Southern California for up to three days. This would disrupt commuting to jobs or other out of town activity. It was projected that damage to the transportation network within the City of Hesperia would be

relatively light. Assistance to Hesperia from outside regions would be rapid, since major road and railroad links to the east and north would remain open.

Figure S-2
The Modified Mercalli Scale of Earthquake Intensities

If most of these effects are observed	Intensity is:	If most of these effects are observed	Intensity is:
Earthquake shaking not felt. But People may observe marginal effects of large distance earthquakes without identifying these effects as earthquake-caused. Among them: trees, structures, liquids, bodies of water sway slowly or doors swing slowly.	I	Effect on people: Difficult to stand. Shaking noticed by auto drivers. Other effects: Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver. Structural effects: Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	VII I
Effect on people: Shaking felt by those at rest, especially if they are indoors and by those on upper floors.	II	Effect on people: General fright. People thrown to ground. Other effects: Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees. Structural effects: Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Reservoirs seriously damaged. Underground pipes broken.	IX
Effect on people: Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake; the shaking is like that caused by the passing of light trucks.	III	Effect on people: General panic. Other effects: Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed. Structural effects: Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	X
Other effects: Hanging objects swing. Structural effects: Windows or doors rattle. Wooden walls and frames creak.	IV	Effect on people: General panic. Other effects: Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Structural effects: General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	XI
Effect on people: Felt by everyone indoors. Many estimate duration of shaking, but still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, through sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls.	V	Effect on people: General panic. Other effects: Same as for Intensity X. Structural effects: Damage nearly total, the ultimate catastrophe. Other effects: Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	XII
Effect on people: Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking, but also its direction and have no doubt as to its cause. Sleepers awakened. Other effects: Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Structural effects: Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.	VI	* Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces. *Masonry B: Good workmanship and mortar, reinforced. *Masonry C: Good workmanship and ;mortar, unreinforced. *Masonry D: Poor workmanship and mortar and weak materials, like adobe.	
Effect on people: Felt by everyone. Many are frightened and run outdoors. People walk unsteadily. Other effects: Small church or school bells ring. Pictures thrown off walls, knickknacks and books off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly or heard to rustle. Structural effects: Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at roof line. Plaster loose bricks, stones, tiles cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.	VII		

The City's water and sewer lines could sustain limited damage but should remain generally in operation. No major damage to water or wastewater treatment plants in the Victor Valley was forecast. However, the State Aqueduct is in close proximity to the San Andreas Fault further to the west, and could sustain considerable damage, shutting the aqueduct for a period of time. As Hesperia and other desert communities begin using State water in the future, such a shutdown could eventually seriously impact water supplies. However, Hesperia will continue to maintain an extensive system of local water wells which could, with some curtailment, meet the emergency water supply needs of the City.

Cajon Canyon serves as a corridor for several sets of regional high voltage lines running into Southern California. It is assumed that one or more of these lines would be disrupted due to line breakage or tower collapse. A large, regional electric substation, the Lugo Substation, is located in Hesperia. Major damage could occur to this substation, taking it offline for up to seven days. The local impact upon Hesperia is uncertain. The extent of power outage would depend upon whether electric power could be delivered to the City from adjacent areas with intact power lines.

Two natural gas transmission mains and one petroleum products line also run through Cajon Canyon. One or all of them could be ruptured in the event of a major earthquake. Automatic shutoff valves would help to limit the escape of flammable product. But a major fire and safety hazard would exist for a period of time. Due to Hesperia's proximity to Cajon Canyon, assistance from the City's fire department might be requested. No energy impact to the City would result from the temporary loss of these lines.

Intense seismic ground shaking which occurs in an area with relatively shallow groundwater (depth to groundwater less than 30 feet) can produce liquefaction. Liquefaction occurs when a soil temporarily loses its cohesive strength. Building foundations and other heavy structures can sink under these conditions, causing substantial damage. The only areas within Hesperia's planning boundary with shallow groundwater are Horsethief Canyon and Summit Valley. These areas could be vulnerable to liquefaction (See Figure S-3). Downstream of Mojave Forks Dam, the depth to groundwater increases. In the vicinity of central Hesperia, the depth to groundwater is between 100 and 200 feet, and liquefaction is not likely to be a problem.

Impacts of seismic shaking on new construction can be mitigated through construction standards and geotechnical review of potential building sites to identify hazard areas. In areas with potential for liquefaction, such as the floor of Summit Valley, adequate foundations for construction must be provided; this requirement can be addressed through the development review process.

According to the City's MEA, dam rupture of the Mojave Forks dam would pose an impact to the City only if it occurred in combination with flood volumes large enough to produce substantial ponding behind the dam; this situation is considered to be extremely unlikely.

Rupture of the Cedar Springs Dam in Summit Valley was considered in the design of the Rancho Las Flores planned community, and was found to be a non-significant impact.

Non-Seismic Impacts

Most of the soils within the planning area are alluvium, and are highly susceptible to wind and water erosion (see Figure S-4). This condition is exacerbated in areas of slopes over 5 percent. Construction on these soils must mitigate erosion impacts to avoid slope failure, slippage, or landslides within hillside areas. Such events could damage both downslope structures, and structures located on fill or on top of over steepened slopes.

Portions of the planning area contain soil and slope conditions which have potential for excessive erosion, land slides, soil slippage, creep and other construction impacts (see Figure 5). These conditions are most prevalent in areas with gullied, unconsolidated alluvial soils such as the northeast and southeast portion of the planning areas; the Summit Valley foothill areas; and adjacent to active washes and natural drainage courses. While no major landslides have been identified within the planning area, undercutting by drainage channels and arroyos has caused minor slumps during periods of heavy rain. Figure S-6 shows average slope conditions within the planning area. Any development proposed within such areas will be required to submit geotechnical reports to determine engineering requirements needed to protect the safety of proposed development.

Other soils within the planning area, notably the Bryman loamy fine sand in the northeast portion and the gullied haploxeralfs soils in the southern sphere areas, are subject to swelling and shrinkage (see Figure S-7). Geotechnical investigations prior to construction should also be required to protect structures in these areas.

Subsidence of soils within the planning area has not been identified as a potential construction constraint, due to the absence of significant clay layers and relatively low groundwater levels. This hazard is not expected to significantly impact development within Hesperia.

A final consideration in reviewing development proposals with respect to soil conditions is the soil's suitability for septic system use. Figure S-8 shows soils within the planning area which are poorly-suited for septic systems, due to lack of permeability, or too rapid permeability. These conditions are especially critical in areas of high groundwater, such as adjacent to the Mojave River and in Summit Valley.

Flood Hazards

Drainage Courses

Several significant natural drainage courses lie within the planning area (see Figure S-10). Hesperia is located near the head of the Mojave River, one of the most extensive drainages within the Mojave Desert, which forms the eastern boundary of the planning area. To the west, within the West Hesperia Sphere, the Oro Grande Wash flows in a northeasterly direction, originating from the Cajon Pass area. An eastern branch of the Oro Grande Wash is located just east of and parallel to Interstate 15. In the southeastern portion of the City, the Antelope Valley Wash trends northeasterly, following the slope of an alluvial fan into the Mojave River. The Oro Grande and Antelope Valley washes do not carry water flows except immediately after heavy rainfalls. Most of the year, the Mojave River is dry; however, after periods of heavy snowfall in the San Bernardino Mountains, the river may flow up for periods of up to several months. A history of Mojave River floods from 1860 through 1980 is shown on Figure S-9.

Flood protection from the Mojave River within the community of Hesperia is afforded by the Mojave Forks Dam, which temporarily ponds high flows and releases floodwater through a controlled outlet. The Mojave River Forks Dam was completed by the Army Corps of Engineers in May, 1971.

The County of San Bernardino Flood Control District is sponsoring Master Plans of Drainage for the Victorville and Hesperia areas which will address detention within the Oro Grande Wash and other natural drainage courses. An earlier drainage master plan for the Victorville area, including Hesperia, showed proposed flood control channels in the east branch of the Oro Grande Wash, the Antelope Valley Wash, along the AT & SF railroad tracks, and conveying drainage through the City in a northeast direction into the Mojave River (see Figure S-12).

Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency have delineated one hundred year flood plains within the Mojave River and Antelope Valley washes (see Figure S-11). The General Plan Land Use Map has designated all areas within these flood zones as Open Space.

New development proposed within and adjacent to drainage courses within the planning area must be evaluated with respect to potential flood impacts and increased runoff from impermeable surfaces, both on site and downstream. Where necessary, drainage analysis will be required. The FEMA maps should be adhered to as a minimum requirement; however, in some instances additional mitigation may be recommended through site specific analysis.

Figure S-3
Areas Potentially Subject to Liquefaction

FIGURE 2-6
AREAS POTENTIALLY
SUBJECT TO LIQUEFACTION

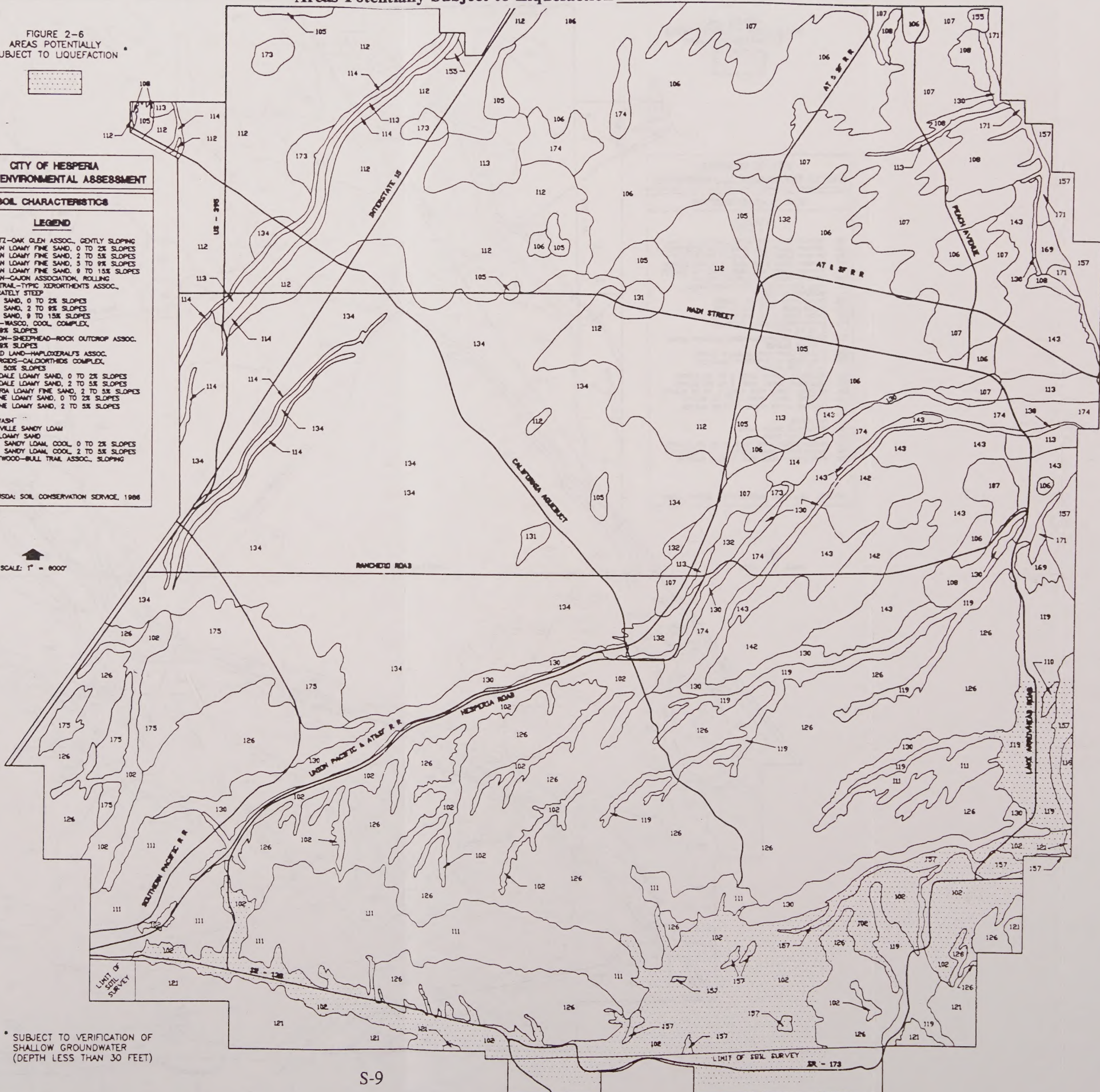
**CITY OF HESPERIA
MASTER ENVIRONMENTAL ASSESSMENT**

SOIL CHARACTERISTICS

LEGEND

102. AVANIZO-OAK GLEN ASSOC., GENTLY SLOPING
105. BRYMAN LOAMY FINE SAND, 0 TO 2% SLOPES
106. BRYMAN LOAMY FINE SAND, 2 TO 5% SLOPES
107. BRYMAN LOAMY FINE SAND, 5 TO 15% SLOPES
108. BRYMAN LOAMY FINE SAND, 9 TO 15% SLOPES
110. BRYMAN-CAJON ASSOCIATION, ROLLING
111. BULL TRAIL-TYPIC XEROPHYTE ASSOC., MODERATELY STEEP
112. CAJON SAND, 0 TO 2% SLOPES
113. CAJON SAND, 2 TO 5% SLOPES
114. CAJON SAND, 9 TO 15% SLOPES
118. CAJON-MASCO, COOL COMPLEX, 2 TO 5% SLOPES
121. CRAFTON-SHEPHERD-ROCK OUTCROP ASSOC., 2 TO 5% SLOPES
126. GULLED LAND-HAPLOXYRAPHIS ASSOC.
130. HAPLOXYRAPHIS-CALCOTRICHIS COMPLEX, 15 TO 50% SLOPES
131. HELENDIALE LOAMY SAND, 0 TO 2% SLOPES
132. HELENDIALE LOAMY SAND, 2 TO 5% SLOPES
134. HESPERIA LOAMY FINE SAND, 2 TO 5% SLOPES
142. LUCERNE LOAMY SAND, 0 TO 2% SLOPES
143. LUCERNE LOAMY SAND, 2 TO 5% SLOPES
155. FITS
157. RIVERWASH
169. VICTORVILLE SANDY LOAM
171. VILLA LOAMY SAND
173. MASCO SANDY LOAM, COOL, 0 TO 2% SLOPES
174. MASCO SANDY LOAM, COOL, 2 TO 5% SLOPES
175. WRIGHTWOOD-BULL TRAIL ASSOC., SLOPING

SOURCE: USDA, SOIL CONSERVATION SERVICE, 1986



* SUBJECT TO VERIFICATION OF
SHALLOW GROUNDWATER
(DEPTH LESS THAN 30 FEET)

Figure S-4
Soils Highly Susceptible to Water Erosion

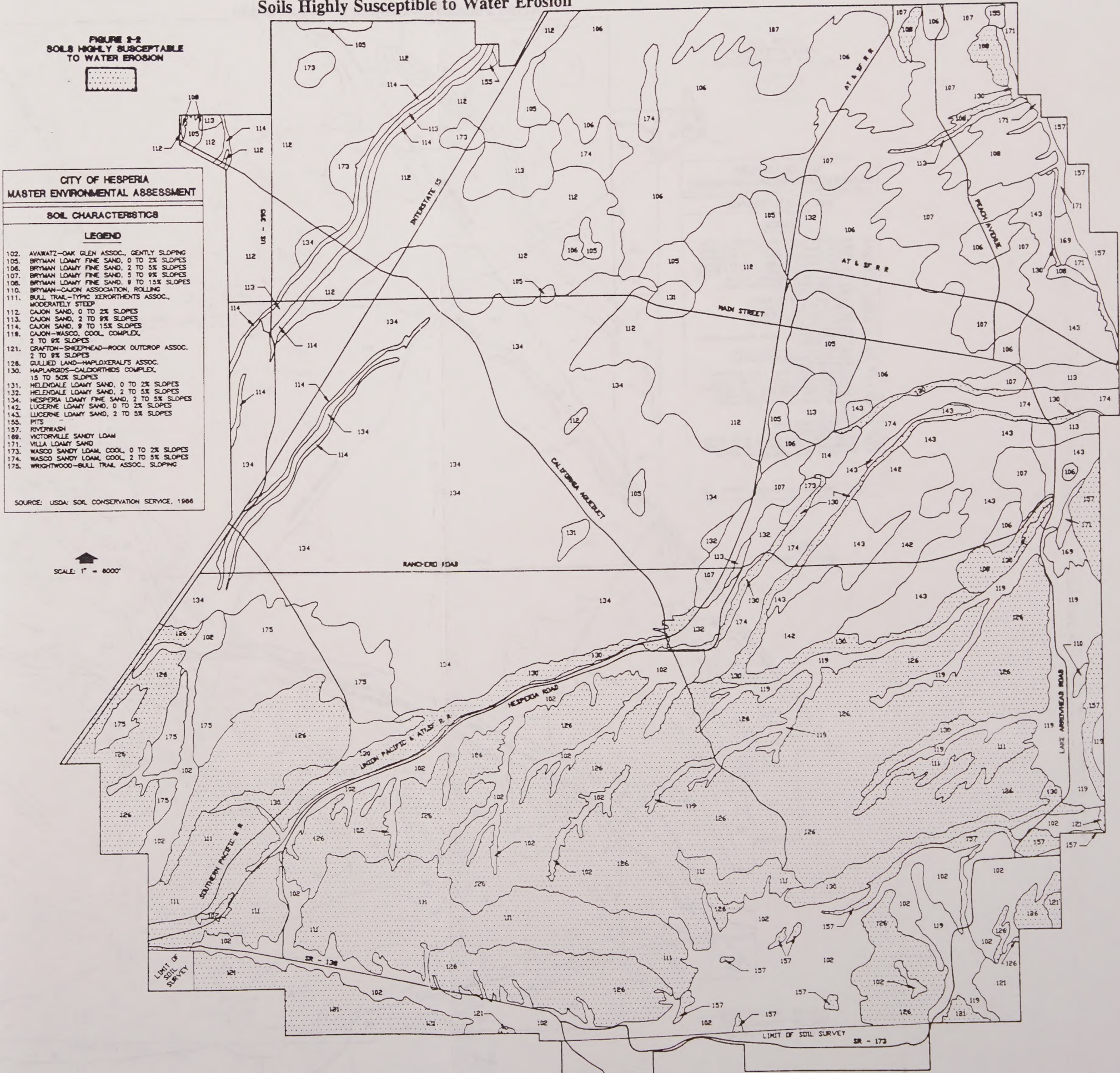


Figure S-5
Soil Types

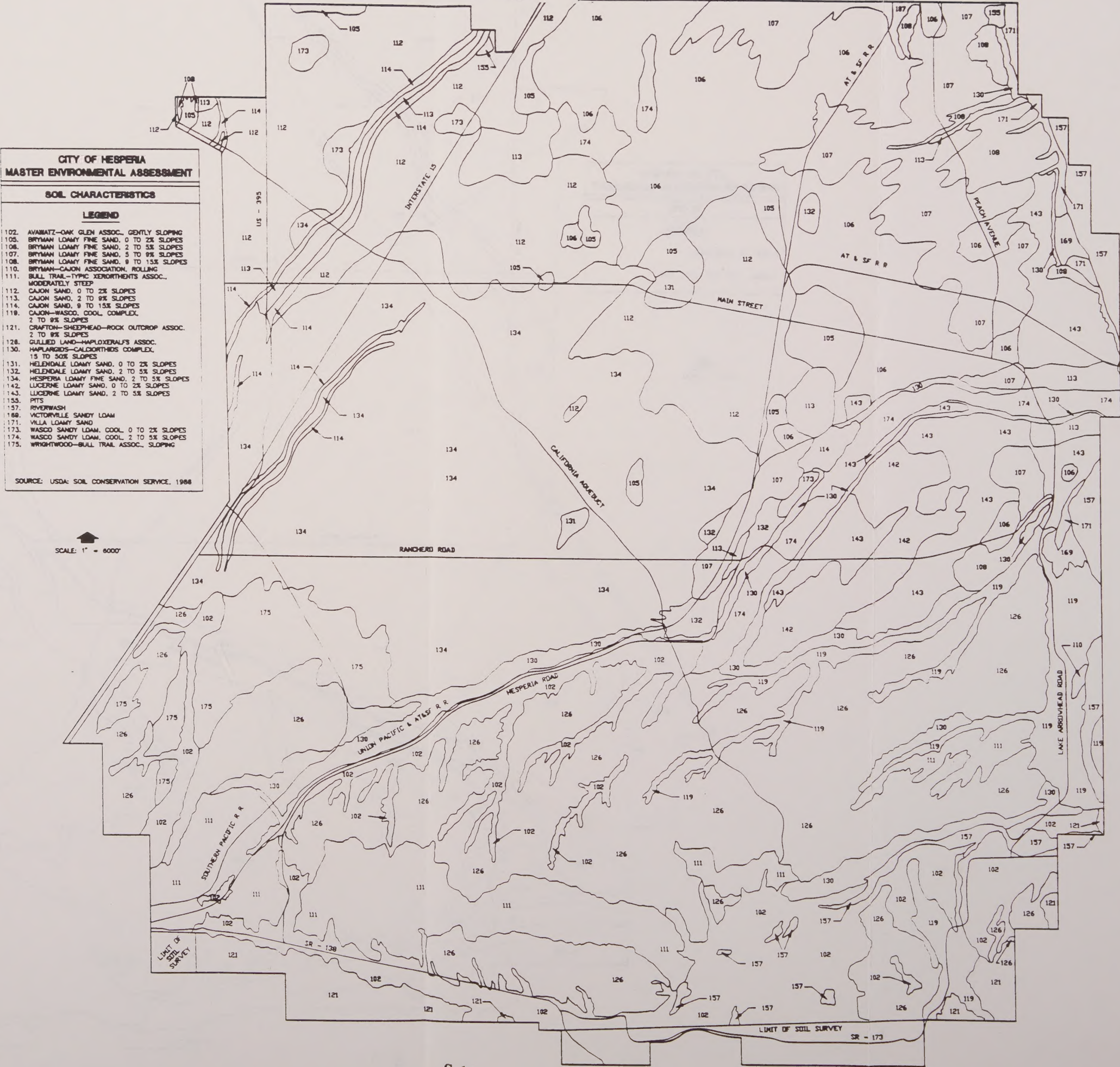


Figure S-6
Slope Conditions

CITY OF HESPERIA
MASTER ENVIRONMENTAL ASSESSMENT

SLOPE

LEGEND

0-25% % SLOPE RANGE

SOURCE: USGS 7.5' TOPOS, 1988

SCALE: 1"=6000'



Figure S-7
Soils Subject to Swelling and Shrinkage

FIGURE 2-8
SOILS SUBJECT TO SHRINK-SWELL PROBLEMS

CITY OF HESPERIA MASTER ENVIRONMENTAL ASSESSMENT	
SOIL CHARACTERISTICS	
LEGEND	
102.	AVANZATE-OAK GLEN ASSOC., GENTLY SLOPING
105.	BRYMAN LOAMY FINE SAND, 0 TO 2% SLOPES
106.	BRYMAN LOAMY FINE SAND, 2 TO 5% SLOPES
107.	BRYMAN LOAMY FINE SAND, 5 TO 9% SLOPES
108.	BRYMAN LOAMY FINE SAND, 9 TO 15% SLOPES
110.	BRYMAN-CAJON ASSOCIATION, ROLLING
111.	BULL TRAIL-TYPIC XERORTHENTS ASSOC., MODERATELY STEEP
112.	CAJON SAND, 0 TO 2% SLOPES
113.	CAJON SAND, 2 TO 9% SLOPES
114.	CAJON SAND, 9 TO 15% SLOPES
119.	CAJON-WASCO, COOL, COMPLEX, 2 TO 9% SLOPES
121.	CRAFTON-SHEEPHEAD-ROCK OUTCROP ASSOC. 2 TO 9% SLOPES
126.	GULLED LAND-HAPLOXERALS ASSOC.
130.	HAPLARIDS-CALCORTHENTS COMPLEX, 15 TO 50% SLOPES
131.	HELENDAL LOAMY SAND, 0 TO 2% SLOPES
132.	HELENDAL LOAMY SAND, 2 TO 5% SLOPES
134.	HESPERIA LOAMY FINE SAND, 2 TO 5% SLOPES
142.	LUCERNE LOAMY SAND, 0 TO 2% SLOPES
143.	LUCERNE LOAMY SAND, 2 TO 5% SLOPES
150.	PITS
157.	RIVERWASH
189.	VICTORVILLE SANDY LOAM
171.	VILLA LOAMY SAND
173.	WASCO SANDY LOAM, COOL, 0 TO 2% SLOPES
174.	WASCO SANDY LOAM, COOL, 2 TO 5% SLOPES
175.	WRIGHTWOOD-BULL TRAIL ASSOC., SLOPING

SOURCE: USDA: SOIL CONSERVATION SERVICE, 1986

SCALE: 1" = 6000'

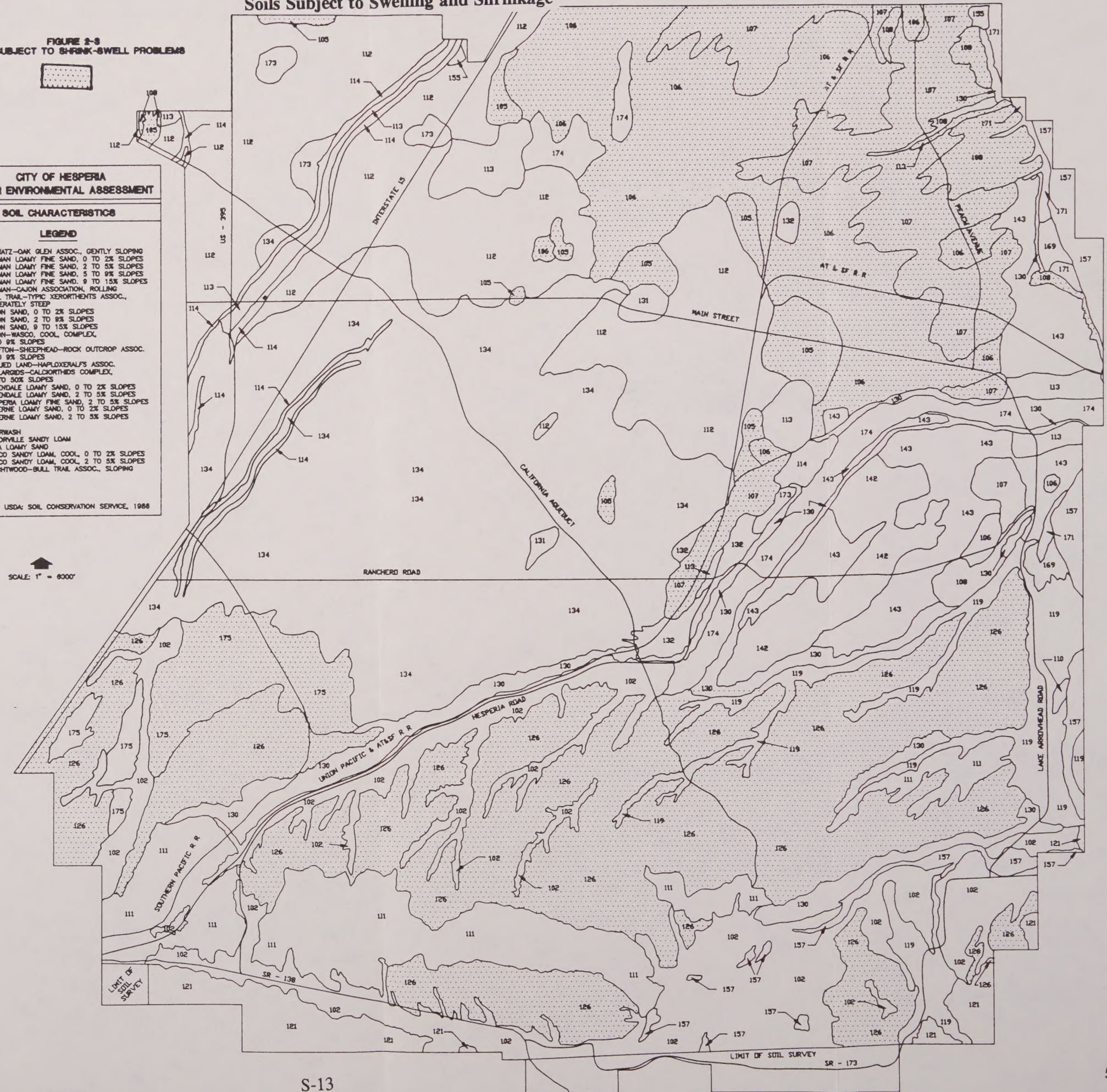
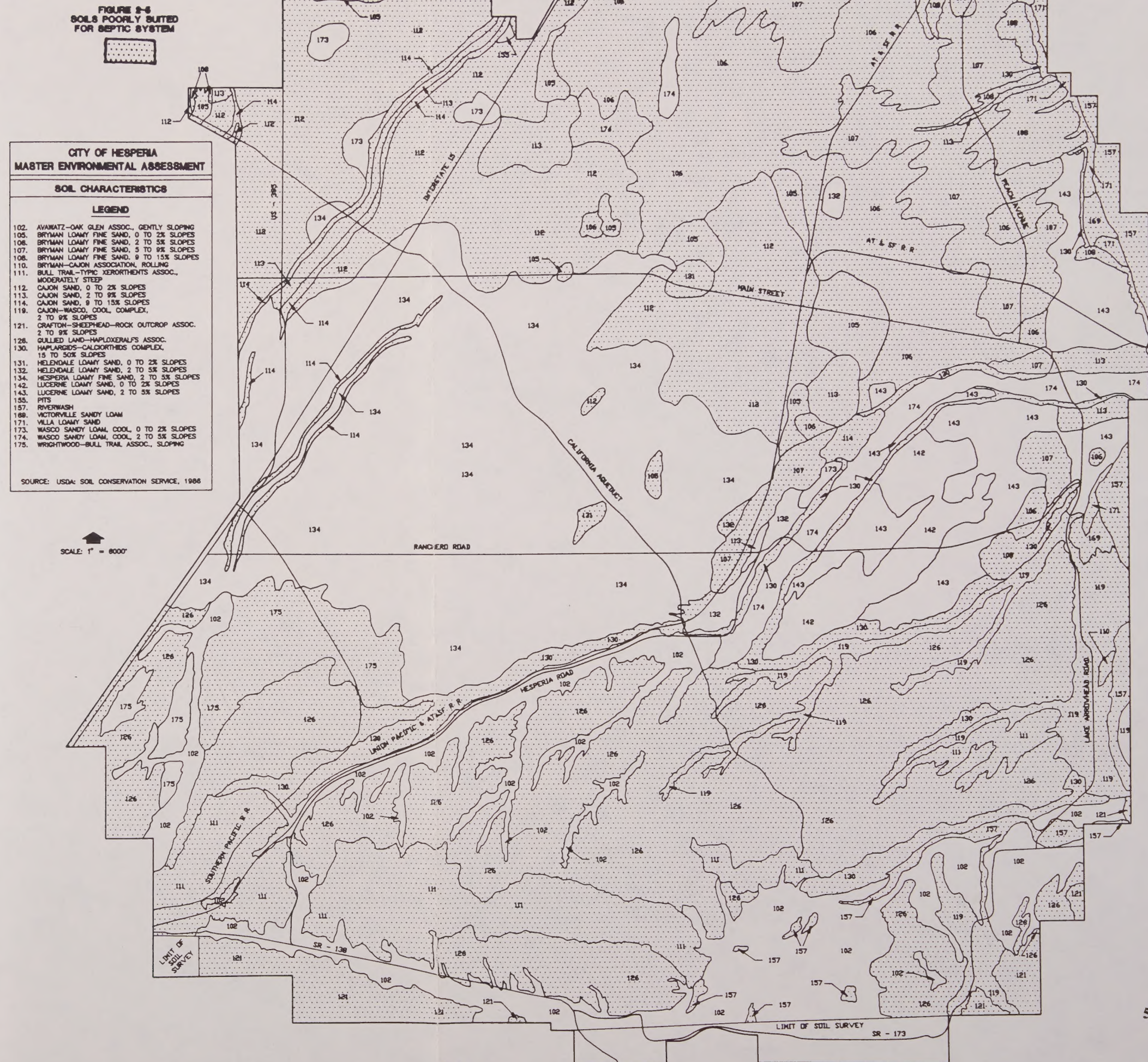


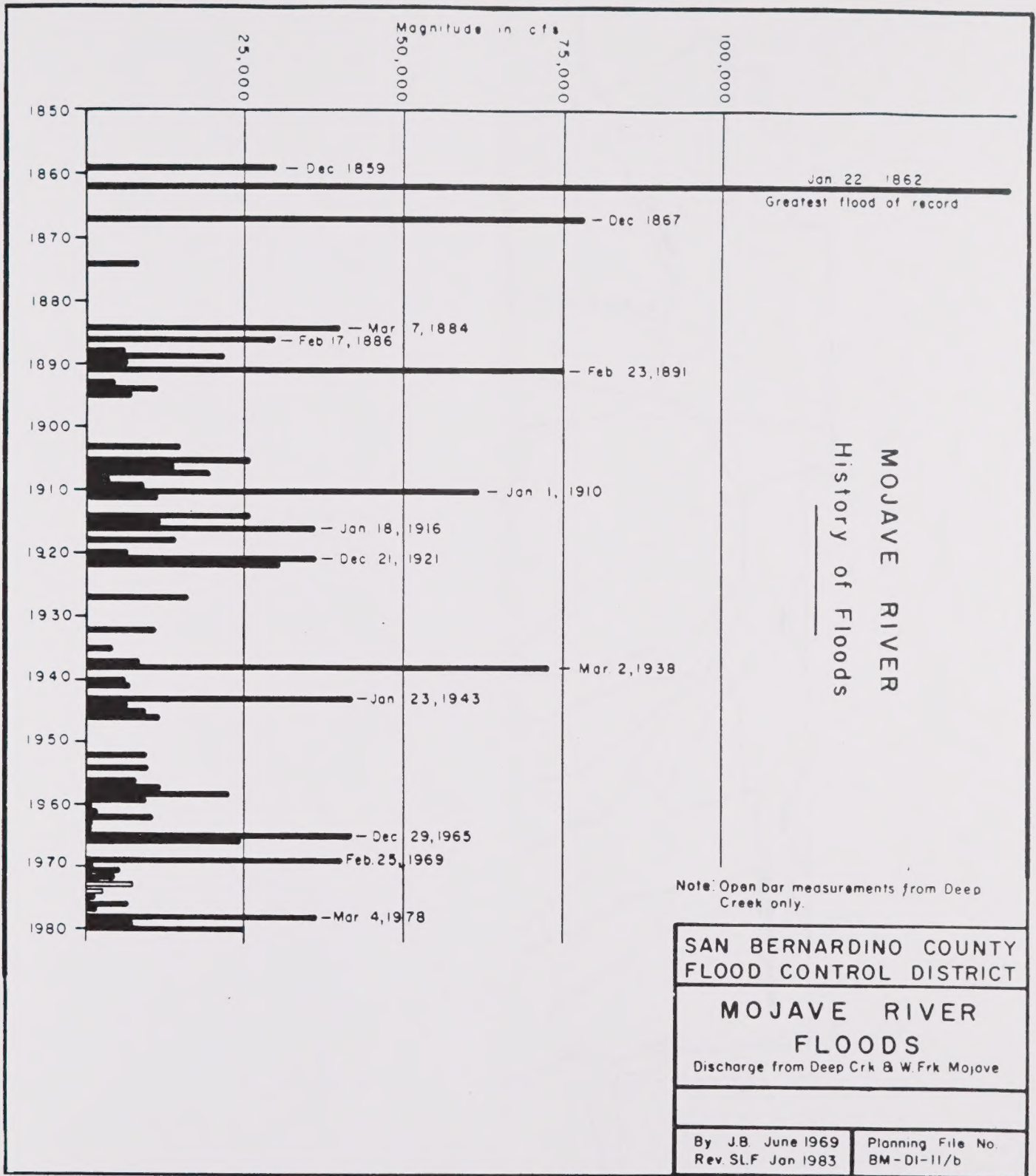
Figure S-8
Soils Poorly Suited to Septic Use

Safety



5/16/91

Figure S-9
Mojave River Floods



5/16/91

Figure S-10
Natural Drainage Courses

CITY OF HESPERIA
MASTER ENVIRONMENTAL ASSESSMENT

SURFACE WATER DRAINAGE

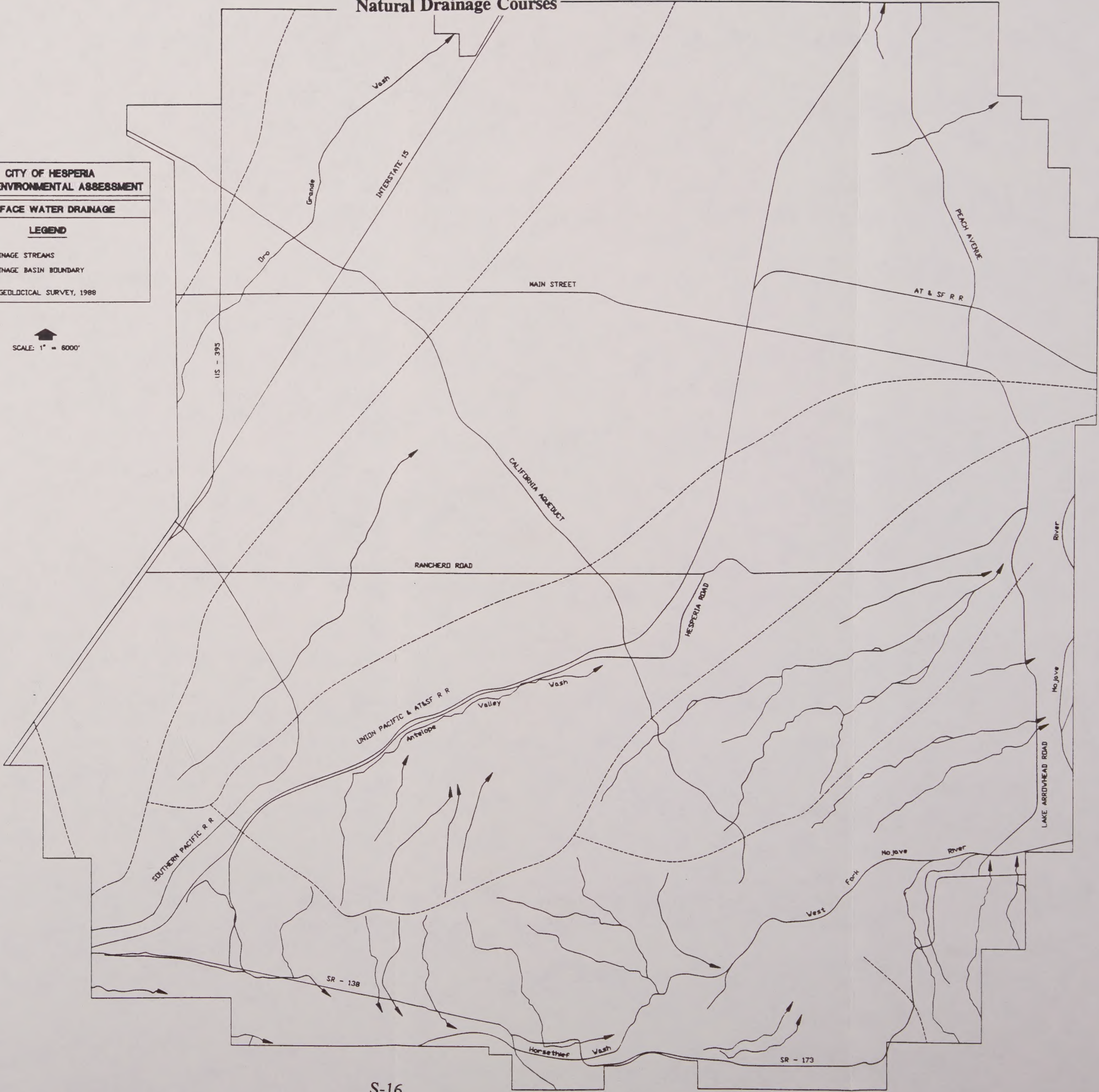
LEGEND

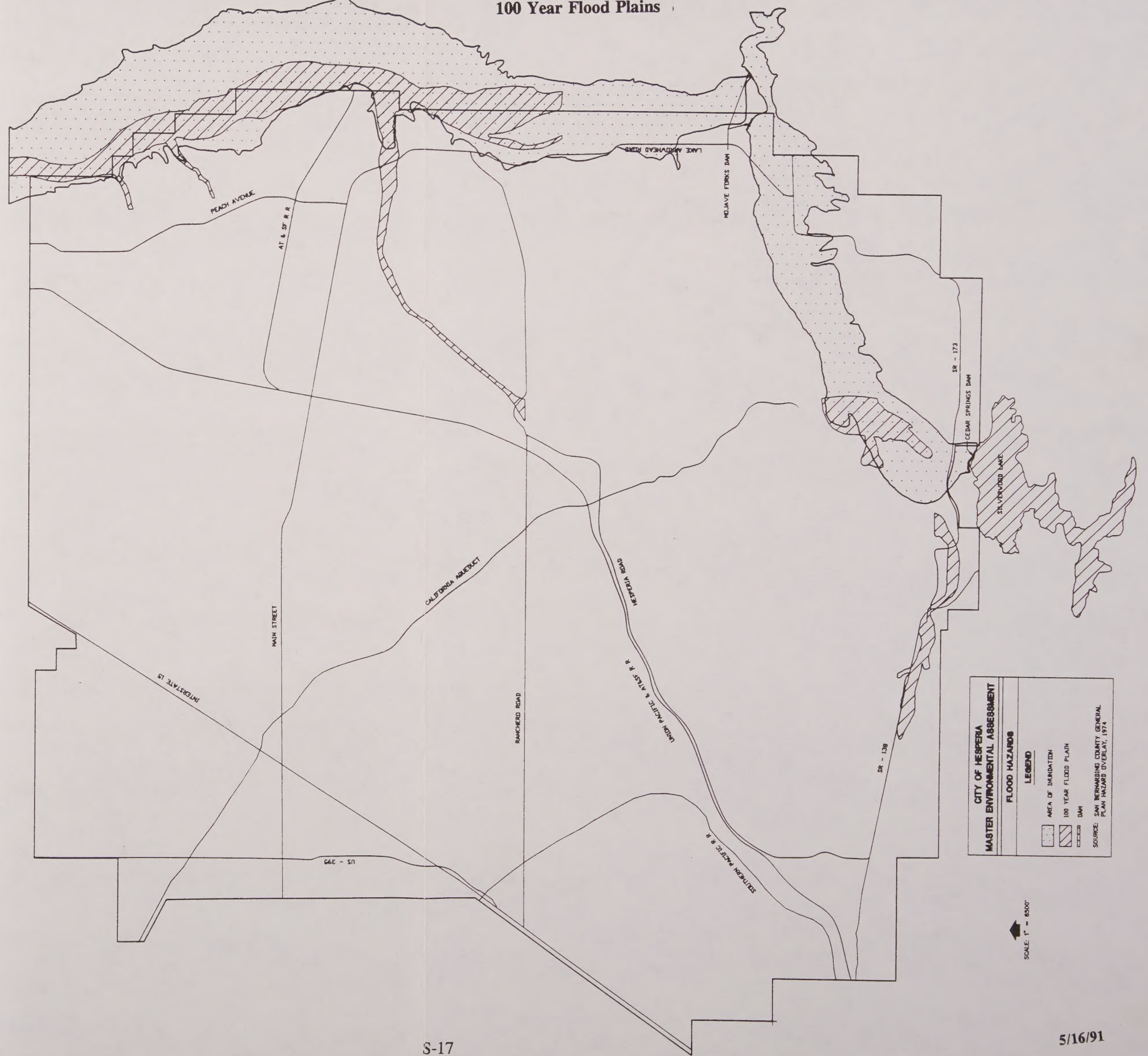
DRAINAGE STREAMS

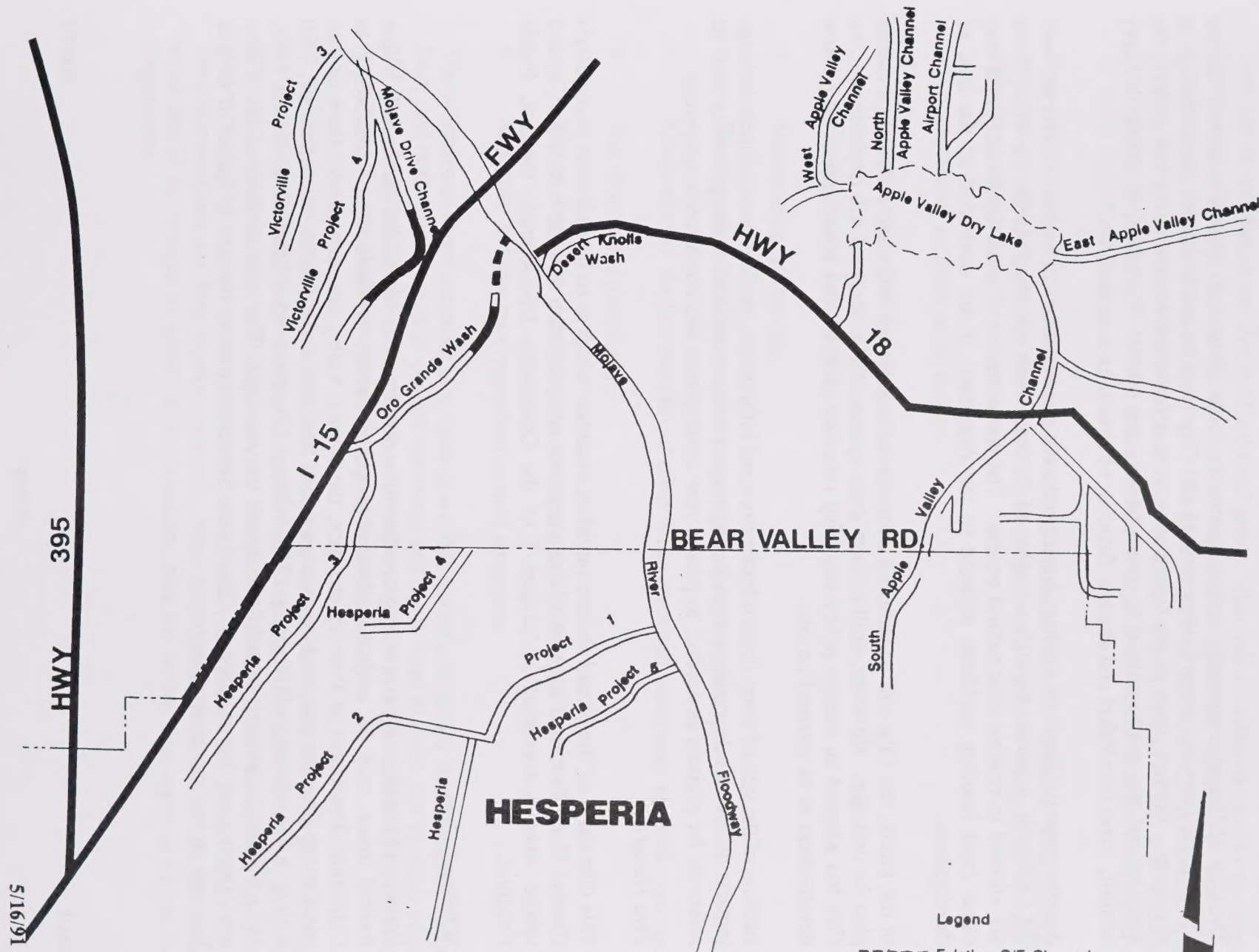
DRAINAGE BASIN BOUNDARY

SOURCE: US GEOLOGICAL SURVEY, 1988

SCALE: 1" = 8000'







DRAINAGE MASTER PLAN

Legend

- Existing C/E Channel
- Existing F. C.D. Channel
- Proposed Flood Control Channel
- City Boundary

SOURCE: S.B. County Flood Control District

Figure S-12
County Drainage Plan

Stormwater Flows

The City of Hesperia presently lacks a community-wide storm drain system to convey surface water, sheet flow and storm waters through the City so as to avoid shallow flood damage to structures. Because most of the City streets were constructed without curbs and gutters, the street system may not be utilized to convey stormwater runoff. Therefore, in periods of heavy rainfall, street inundation and shallow flooding of structures may occur.

Another potential localized drainage hazard occurs at points where stormwater is conveyed over the California Aqueduct through a number of flumes. Once conveyed across, the storm flows are allowed to resume their natural course. The concentration of water by these flumes may cause local flooding problems adjacent to the Aqueduct, if not controlled at the time of development.

In the future, the City will undertake a comprehensive drainage study and formulate a master plan for drainage. However, until a storm drain system can be designed and implemented, the City has adopted an interim policy requiring retention of additional runoff generated by new development to be retained on site.

Because of the lack of storm drain infrastructure and information, the City must address drainage impacts of new development on a project by project basis. Localized drainage studies must be reviewed for projects as needed, to protect new development and downstream properties.

Fire Hazards

This discussion of fire hazard focuses on safety measures which must be addressed in the City's General Plan. Further discussion of fire prevention and protection services within the City and sphere areas is contained in Chapter 2 of the Community Development Element, Public Facilities.

Wildland Fires

Portions of the planning area within or adjacent to dense natural vegetation, particularly within foothill areas, may be subject to loss of property through wildland fires. According to California Department of Forestry statistics, the Summit Valley area experiences three or four wind driven fires per year, with an average size of from two to thirty acres. In September, 1990 a 40-acre fire occurred off Highway 138. A 30-acre fire occurred at Lake Silverwood in 1989, and a 6000-acre lightning-caused fire occurred six years ago. The most common causes of fires are lightning and human activity. The Forest Services considers the rate of spread of fires in this area to be "moderate to high."

Potential fire damage is heightened in areas of wildland-urban interface, where structures and lives are at risk due to proximity of wildland areas. The risk of wildland fires in the Summit Valley-Hesperia area is significant due to vegetation types and quantities, topography, temperatures, wind, and lack of moisture. The area consists of meadows and grasslands, upland shrubs, riparian zones, juniper woodland, oak woodland chaparrals and Joshua tree woodland. Fuel loading (tons/acre) is 1 to 3 for grass, 6 to 8 for sage, 10 to 12 for chamise/rabbitbrush and 12 to 20 for juniper-pinyon.

New development within these areas should be assessed for fire impacts, with mitigation measures applied through the development review process. Possible mitigations include the following measures:

- o Reduction or removal of fuels;
- o Conversion to less flammable fuel types;
- o Creating space between fuel beds;
- o Maintenance of fuel size;
- o Creation of defensible space between wildland and structures;
- o Elimination of the fire transitional effect from grass and understory to shrubs and trees;
- o Use of irrigated greenbelts;
- o Use of firebreaks in and around development projects; and
- o Reduction of biomass (vegetation) around structures.

The objective of these measures is to slow down fire spread and reduce flame heights, radiant heat, and heat release, so as to protect structures and roads from thermal and physical effects of fire to the extent feasible. In order to achieve this objective, fuel modification plans should be required for new development in wildland interface areas.

In addition to fuel modification measures, the planning process should consider project design and construction standards to ensure safety from wildland fires. Policies for access, structural protection, water supply, utility location and design, landscaping, and homeowner education should be applied to development proposals in these areas, and should be outlined in the City's Development Code and Fire District standards. New development proposed within fire hazard areas should be required to submit a fire protection plan for review and approval by the Fire Department.

Currently, there are no full-time 24-hour manned wildland fire stations in the adopted sphere of influence. In order to provide for and augment fire protection services within these rapidly growing areas, developers will need to provide for new wildland fire facilities and equipment when these areas are annexed into the City.

The City has entered into an agreement with CDF to provide fire protection for 4160 acres of wildland within the City's incorporated boundaries located south of Ranchero Road to the southern City limits, east of Tamarisk and west of the Mojave River. Station No. 5, located within Hesperia, houses three paid firefighters. With the annexation of the Rancho Las Flores planned community, the California Department of Forestry will respond to fires in this area as well, based on a contract with the City. Their closest stations are Station No. 56 on Highway 173, and Station No. 48 in Summit Valley. Contractual agreements with the CDF include unlimited response to wildland fires including aircraft, bulldozers, and handcrews as needed.

The U.S. Forest Service will also respond to fires in the Summit Valley area. During fire season, the Forest Service response includes as many as eight engines, one water tanker, and three air tankers, dependent upon weather conditions and other factors. In the non-fire season, the response is one engine.

Should the local fire department require outside assistance beyond local resources, the countywide and State Fire Mutual Aid plans allow the local department to request unlimited resources. Response, however, is governed by proximity and availability of such resources.

Urban Fires

Fire protection services have not expanded sufficiently to keep up with the tremendous population growth of the City. This was evidenced in the summer of 1979 when a major fire swept through approximately three square miles of the southern portion of the City, destroying 17 homes and causing property damage totalling \$2 million.

Fire protection services within the City of Hesperia are provided by Hesperia Fire District, a subsidiary district of the City, which presently maintains two full-time stations and one paid-call station for fire protection. Another station is presently in the architectural design stages, with no developed construction scheduled. The Fire District has adopted a service standard of a four to six minute response time. However, most of the area within the City lies outside of the range of a six-minute response time from one of the existing stations (see Figure S-13). Therefore, the potential for loss of life or property from fire and medical related incidents within certain areas of the City is considered to be extremely high. As new development continues to occur in areas outside of the optimum response time, particularly west and south of Station #1, located on 11th Avenue, and south and north of Station #2, located on Olive and H Avenues, the Fire District will experience increased difficulty in providing adequate service.

San Bernardino County



CURRENT STATION LOCATIONS
AND RESPONSE TIMES
(1989 DATA)

Spheres of Influence

LEGEND

- City of Hesperia
- Sphere of Influence
- Roads
- 6 to 10 Min.
- 4 to 6 Min.
- 0 to 4 Min. Optimum Survival Range

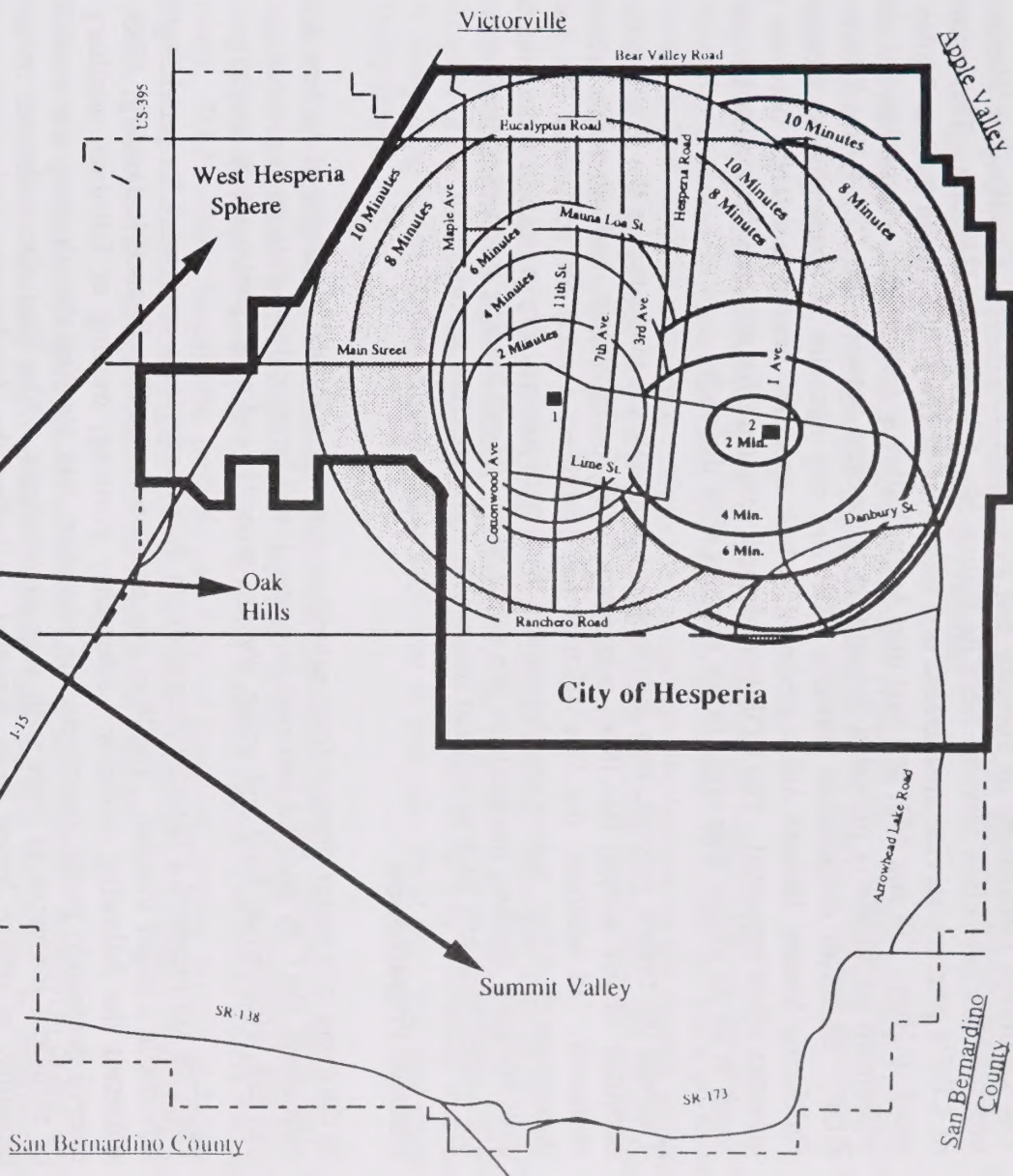


Figure S-13
Fire Station Locations and Response Times

The California Department of Forestry and Fire Protection (CDF), County Fire Warden also provides fire protection services from its Station No. 5, located in Hesperia. The boundaries of CDF's primary service area extend one mile west of Hwy. 395, north to Bear Valley Rd., south to Hwy. 138 and 173, and east into Apple Valley at Central Rd. Automatic aid and fire equipment assistance is provided through an agreement between the City's Fire District and CDF. Excellent cooperation between CDF and city agencies is accomplished through the California Master Mutual Aid Agreement, which specifies mutual assistance between these agencies when requested. The CDF has adopted a standard for service which calls for response times to be no longer than eight to ten minutes after dispatch.

Through the review process, new development proposals are evaluated by the Fire District for adequacy of fire access, fire flow, occupancy, need for sprinklers, and other fire prevention measures. In addition, the Fire District has identified a need for additional fire stations throughout the City. Future development in areas with minimal fire protection should not occur until adequate funding mechanisms are established. These funding mechanisms will generate the needed financial base to support reasonable fire protection services.

Disaster Preparedness

In the event of a major disaster from natural causes, technological incidents, or nuclear defense operations, the City must be prepared to respond with large-scale operations to provide medical services, evacuation, food and water, shelter, security, and other public safety needs.

The City has prepared a Disaster Preparedness Plan to provide a framework for providing these services in a major disaster. The Plan was adopted by the City Council in January, 1989, and addresses the following elements: emergency planning; training of full-time, auxiliary and reserve personnel; public awareness and education; and assuring the adequacy and availability of sufficient resources to cope with such emergencies. The Plan also addresses mitigation measures to reduce losses from disasters, including the development and enforcement of appropriate land use, design and construction regulations.

The City is presently preparing an update to the Disaster Preparedness Plan. The City is also actively engaged in providing disaster preparedness training for employees, and has established a city position for a Disaster Preparedness Officer. The City has shown its commitment to providing for public safety to the extent possible in a disaster of this nature.

Airport Safety

Hesperia Airport is a small privately owned, public use airport located along Summit Valley Road, south of Ranchero Road, in the south central portion of the incorporated city limits. Classified in the National Plan of Integrated Airport Systems as a General Aviation, basic utility

airport, Hesperia Airport has 47, primarily single engine, based aircraft and one helicopter. The nearest Flight Service Station is located in Riverside.

The airport owner and Fixed Base Operator, Mojave Aviation Inc., operates a flight school and on-airport motel. A small restaurant that attracts many fly-in diners is located adjacent to the airport parking apron.

Light industrial and manufacturing facilities are located on the western side of the field. Some aircraft are parked in these facilities, and access to the runway is gained by using portions of Santa Fe East Road as a taxi-way. Numerous residences are located on the eastern perimeter of the field. Many aircraft are parked in the back yards of these properties, and direct access to the airport taxi-way is available (see Figure S-14).

A Union Pacific and AT & SF Railroad is located approximately 500 feet west of the runway centerline, behind the light industrial facilities. At the northern end of the airport, Hesperia Road is at the present boundary, while Jenny Street provides the airport's southern boundary. A sharp drop in the terrain occurs (from 3400 feet to less than 3300 feet) 300 feet south of Jenny Street.

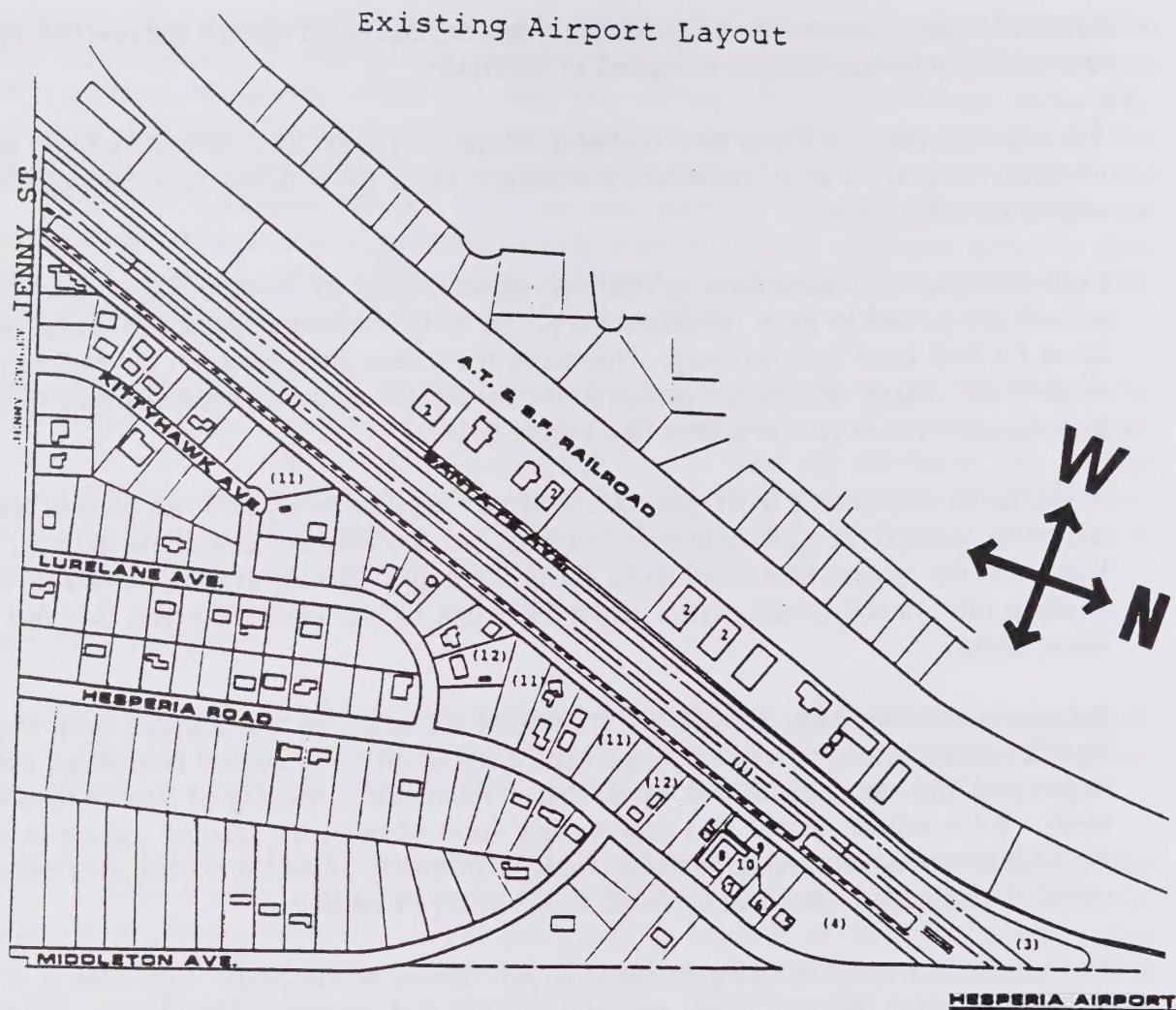
Because of existing roads, the railroad, residential and industrial uses adjacent to the airport, any significant expansion of Hesperia Airport could not occur. The airfield boundaries and runway length prohibits use of the airport by other than the existing category of aircraft (less than light twin). FAA criteria would also prohibit any form of precision landing system at Hesperia. Under these circumstances, any growth would be primarily limited to expansion of existing uses, which in themselves would be curtailed for a variety of reasons.

The current owners propose expansion of airport uses in two respects: expansion of the airport motel for use in housing flight school students, and runway widening, in response to a Department of Aeronautics recommendation made as a result of an airport permit compliance inspection. These expansion requests are presently under review by the County Airport Land Use Commission and the City of Hesperia.

Safety issues identified adjacent to airport uses include two critical elements. These are safety elements on the ground, and safety elements in the air.

By its nature, Hesperia Airport, with its minimal number of aircraft operations and its location within a sparsely populated area, possesses only a limited safety threat in comparison to other airports in the county. Notwithstanding this situation, it is still essential that every effort be made to minimize any potential impact, should an aircraft crash of any type occur within the City of Hesperia or within the surrounding region.

Figure S-14
Hesperia Airport - Existing Facilities



Facilities Code:

1. Runway
2. Light Industrial Buildings
3. Hangers
4. Tie-down - Aircraft parking
5. Hanger
6. Restaurant
7. Administration Office &
Flight training school
8. Motel
9. Underground fuel storage
10. Fuel & scheduling office
11. Vacant land (zoned residential)
12. Residences

5/16/91

State law requires that airports which are available for use by the general public are subject to the requirement for preparation of a Master Airport Plan, and that jurisdictions with public use airports prepare a Comprehensive Airport Land Use Plan. These documents must be consistent with the General Plan and with the County Airport Land Use Commission Plan.

The Comprehensive Airport Land Use Plan for Hesperia Airport was adopted on March 27, 1991 by the County Airport Land Use Commission. The plan recommends that the City designate uses within airport safety zones which are consistent with County, State and Federal guidelines and restrictions. Another safety guideline within these areas would be to shield people and structures from the potential direct impact of aircraft by using other buildings, trees, or other natural or manmade barriers. Additionally, buildings constructed of brick or concrete would prevent light aircraft from penetrating structures.

Restrictions on heights of structures within the vicinity of the airport will also be implemented through the Comprehensive Airport Land Use Plan.

Other safety issues identified in the airport plan pertain to use of adjacent roadways, and relocation of parking out of the object free area adjacent to the runway. Portions of East Santa Fe Avenue are currently located within the airport's primary surface and object free area. In addition, it is now possible to drive directly off of Jenny Street onto the live runway. Through implementation of the airport's master plan, the City will carefully consider impacts to airport operations and safety from the existing locations of Jenny Street and Santa Fe East Avenue.

Noise issues related to airport use are discussed in the Noise Element of the City's General Plan.

Hazardous Materials

State legislation enacted in 1986 (AB 2948 - Tanner) established a comprehensive process for planning and siting facilities for the treatment, storage and disposal of hazardous waste (Health and Safety Code section 25135 et seq. and section 25199 et seq.). The overall purpose of the Tanner legislation is to ensure the availability of adequate facilities for managing hazardous waste.

The Tanner legislation requires that each County prepare a County Hazardous Waste Management Plan (CHWMP), to be reviewed and approved by the State Department of Health Services. After State approval, the Cities within the County have 180 days in which to take one of the following three actions:

- o Adopt a City Hazardous Waste Management Plan consistent with the County Hazardous Waste Plan.

- o Incorporate portions of the County Hazardous Waste Management Plan into the City General Plan.
- o Enact an ordinance that requires all city land use approvals to be consistent with siting criteria of the County Hazardous Waste Management Plan.

On June 17, 1990, the City of Hesperia received notification by the State of approval of the San Bernardino County Hazardous Waste Management Plan. On November 13, 1990, the City Council adopted an ordinance requiring all city land use approvals to be consistent with siting criteria of the County Hazardous Waste Plan.

In addition to state requirements for siting hazardous waste facilities, the City has identified concerns with handling of hazardous materials within individual commercial or industrial businesses. Instances of spillage, contamination or excessive fire risk have been identified through reporting and inspection of existing businesses within the City. The City has implemented a regular inspection program of businesses using hazardous materials, and plans to continue this process in the future, to identify and mitigate potential public safety risks from these materials. Since the City has designated the Fire District as the lead agency in hazardous materials incidents, the Fire District should establish a Hazardous Materials Division to meet the legislative requirements of the Tanner Bill and adopt a Hazardous Materials Response Plan consistent with the County's Hazardous Materials Response Plan, which may include toxic gas regulations.

II. Safety Goals, Policies and Actions

Safety Goals

- S.G.1.* Identify the presence and extent of natural and man-made hazards with the potential to adversely impact public health and safety.
- S.G.2.* Adopt and implement strategies to protect public safety through all aspects of the planning and development process.
- S.G.3.* Promote public awareness of safety hazards and development techniques to mitigate hazards.
- S.G.4.* Promote development which will minimize potential risks and maximize public safety.

Safety Policy S.P.1

- S.P.1* Protect the community from injury, loss of life and property damage due to flood hazard and stormwater runoff.

Actions:

- S.P.1.a* Implement regulations of the Federal Emergency Management Agency for designated floodways and floodplains, through designations on the Land Use Map and implementation of development standards within these areas.
- S.P.1.b* Undertake a community-wide drainage study to identify natural drainage courses having the potential to impact development.
- S.P.1.c* Develop a master plan for drainage to convey stormwater runoff through the community in a safe and efficient manner, which incorporates the following programs:
 - (1) Flood protection from major streams;
 - (2) Water conservation through spreading grounds and recharge areas;
 - (3) Watershed protection;
 - (4) Protection of streams and watercourses;

- (5) Storm drain planning and construction;
- (6) Provisions for basin and channel maintenance.

- S.P.1.d* Until drainage improvements can be implemented, require new development to retain increased runoff from impervious surfaces on site through use of detention basins or other approved means.
- S.P.1.e* On new development, establish maximum limits for impervious surfaces.
- S.P.1.f* Through the development review process, review development proposals for impacts from off-site drainage, and require channelization or other approved improvements to convey flows through each site to minimize impacts on new development and downstream properties.
- S.P.1.g* On new development, require construction of curbs and gutters to convey stormwater runoff along public rights of way without adversely impacting adjacent property owners.
- S.P.1.h* Coordinate flood control planning with San Bernardino County Flood Control District, Zone 4 and with the City of Victorville.
- S.P.1.i* Within the flood plain of the Mojave River, recommend a 200 foot building setback from the river's banks and elevation of building pads.

Safety Policy S.P.2

- S.P.2* Protect the community from injury, loss of life and property damage due to seismic hazards, liquefaction, slope instability, landslides, and other geologic hazards.

Actions:

- S.P.2.a* Through a Master Environmental Assessment, identify areas within the planning area having the potential for liquefaction, slope failure, a high degree of erosion, ground shaking or other hazard.
- S.P.2.b* Develop and adopt standards for Hillside Development areas to protect slopes from increased erosion and protect development from slope failure.
- S.P.2.c* On the General Plan land use map, designate areas with potential for geologic hazards for low intensity uses.

- S.P.2.d* Encourage flexible development techniques such as density transfers to maintain natural slopes while clustering development in areas with fewer topographic constraints.
- S.P.2.e* Through the development review and permitting process, ensure that new development is constructed so as to adequately mitigate seismic and geologic hazards.

Safety Policy S.P.3

- S.P.3* Protect the community from injury, loss of life and property damage due to urban and wildland fire hazards.

Actions:

- S.P.3.a* Through the development review process, ensure that all development is served with approved secondary or emergency access from an all-weather surface roadway.
- S.P.3.b* Adopt policies to ensure fire prevention and protection within hillside development areas, including but not limited to the following, unless otherwise approved by the Fire District:
- (1) Maintain suitable access to all development, through the following means:
 - (i) Requirements for two ways of ingress and egress into each tract or phase thereof. Access points shall be significantly separated.
 - (ii) Avoidance of long dead end roads, during construction and phasing.
 - (iii) Road grade, gross vehicle weight, clearance, turning radius, and cul-de-sac length per Fire District standards.
 - (iv) Provision of primary access roads with all weather surface prior to introduction of combustible building material into a tract.
 - (v) Provision of emergency access into wildland areas from golf courses and other greenbelt areas.
 - (vi) Signage, addresses, and marking of fire hydrants per Fire District standards.

- (2) In areas of wildland fire hazard, require fuel abatement areas adjacent to new development on a continuing basis, to modify native vegetation fuel beds so that fire spread may be slowed down in order to provide defensible space for protection of structures by passive methods and/or fire fighters.
- (3) Adopt fire-retardant construction standards, including but not limited to non-flammable roofing material and porch and decking material.
- (4) Require fire sprinklers and adequate fire flow in all wildland areas.
- (5) Require fire sprinklers in urban areas having inadequate fireflow.
- (6) Require undergrounding of power and phone lines, and easily accessible gas shutoff and earthquake shutoff valves for gas supply lines. Any LPG tanks should be at least ten feet from structures.

- S.P.3.c* Require that all new development is served by adequate fireflow where feasible, or other approved means of fire protection.
- S.P.3.d* Through the development review process, require that cul-de-sac length be limited to 330 feet, unless approved by the Fire Department.
- S.P.3.e* Where feasible, require new development to pay for fire protection services and facilities.
- S.P.3.f* Establish and maintain a minimum response time of four to six minutes within a one and one half mile radius of each fire station.
- S.P.3.g* Require that all roads, streets, and buildings be designated by name or number, clearly visible from the main travelled roadway.
- S.P.3.h* Through the development review process and long-range planning, maximize utilization of open space areas and greenbelts for use as firebreaks, in areas subject to wildland fires.
- S.P.3.i* Coordinate inter-agency fire service protection agreements with neighboring districts, the County, the California Department of Forestry and the U.S. Forest Service to ensure adequate fire protection services are maintained throughout the City and surrounding areas.

Safety Policy S.P.4

S.P.4 Promote public safety in the event of a natural or man-made disaster.

Action:

S.P.4.a Prepare, adopt and implement a disaster preparedness plan for the community of Hesperia.

Safety Policy S.P.5

S.P.5 Assure safety of residents adjacent to and users of Hesperia Airport.

Actions:

S.P.5.a Prepare, adopt and implement an Airport Comprehensive Land Use Plan.

S.P.5.b Coordinate review of new development around the airport with the County Airport Land Use Commission.

Safety Policy S.P.6

S.P.6 Protect the community from injury, loss of life, property damage and environmental degradation due to upset of hazardous materials.

Actions:

S.P.6.a Conduct safety inspections of businesses utilizing or storing hazardous materials on site, to ensure proper handling and protection of adjacent properties.

S.P.6.b Pursuant to Health and Safety Code Section 25135.7(c), require all city land use approvals of hazardous waste facilities to be consistent with siting criteria of the County Hazardous Waste Plan.

III. Safety Implementation Measures

Public safety policies will be implemented through the following measures:

Geologic

- S.I.1* Prohibit development of slopes in excess of 40 (forty) percent.
- S.I.2* Through the development review process, require geotechnical, soil and slope analysis reports and preliminary grading plans in areas identified in the City's Master Environmental Assessment as having potential for liquefaction or significant erosion, prior to granting conditional approval.
- S.I.3* Implement flexible subdivision standards to transfer residential density off of slopes and onto flatter areas.
- S.I.4* Implement geologic and seismic safety standards of the Uniform Building Code; where indicated, require a site-specific seismic hazard analysis for construction of critical facilities.

Flood

- S.I.5* Undertake a City-wide drainage study to identify natural drainage courses and flows within the community.
- S.I.6* Prepare a Master Plan for Drainage, consistent with plans of San Bernardino County and the City of Victorville.
- S.I.7* Require curbs and gutters on discretionary land use approvals, for protection of City streets and adjacent properties from flooding.
- S.I.8* Continue to implement the City's on-site retention policy until drainage facilities are available.
- S.I.9* Require drainage studies on land use applications prior to granting conditional approval, where indicated by local drainage conditions.
- S.I.10* Implement the designations for floodplain and floodway contained on the National Flood Insurance Rate Maps, by permitting development within these areas consistent with Federal Emergency Management Agency requirements.

- S.I.11* In the City's Development Code, establish limits to impervious surface coverage within each zone.

Fire

- S.I.12* Identify areas with high potential for wildland fire, due to fuel loading, slope, local climatic conditions, and adjacent or potential development, and establish a Fire Hazard District.
- S.I.13* In the Development Code, adopt development standards for areas with potential for wildland fires, addressing construction, building separations, fire access, fire protection, fuel modification, and fire flow.
- S.I.14* Develop a Fire Master Plan for Services, to address acquisition, construction, staffing, maintenance and operation of needed facilities within the planning area.
- S.I.15* Identify and implement additional funding sources for fire protection within the community.
- S.I.16* Through the development review process, require that all new development meets minimum fire protection standards for access, construction, and fireflow, as approved by the Fire District.
- S.I.17* Require that development proposals within areas subject to wildland fire risk prepare a fire protection plan for approval by the Fire District.
- S.I.18* Implementation of the Uniform Fire Code.
- S.I.19* Implement mutual aid agreements with neighboring fire protection agencies.

Disaster Preparedness

- S.I.20* Update the City's Disaster Preparedness Plan, and continue to train staff for its implementation in the event of an emergency.

Airport Safety

- S.I.21* Implement the adopted Comprehensive Airport Land Use Plan, and approve new development in the area of the airport only in conformance with that plan.

Hazardous Waste and Materials

- S.I.22* Adopt an ordinance requiring that any City approval of a hazardous waste facility must conform to the siting requirements of the County Hazardous Waste Management Plan.
- S.I.23* Perform annual inspections of businesses utilizing hazardous materials, and actively pursue compliance with all applicable local, County, State and Federal requirements for handling of hazardous materials.



City of Hesperia General Plan



Open Space Element

Open Space Element

In Government Code Section 65561, the California Legislature made, in part, the following findings:

- (a) That the preservation of open-space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources; and
- (b) That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents.

Based upon the needs identified by the Legislature to preserve open space for public good, the State has enacted several laws outlining the responsibility of local agencies in planning for preservation of open space. Section 65562 requires "...that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program."

In addition, Public Resources Code Section 5076 requires that "In developing the open-space element of a general plan as specified in subdivision (e) of Section 65302 of the Government Code, every city and county shall consider demands for trail-oriented recreational use and shall consider such demands in developing specific open-space programs. Further, every city, county, and district shall consider the feasibility of integrating its trail routes with appropriate segments of the state system." It should be noted that due to its proximity to the Pacific Crest Trail, Hesperia is one of the few cities within the County having the opportunity to connect its local trail system with the State system.

This element of the General Plan addresses the City's plans to protect, maintain and enhance its open space and recreational resources. The Chapter includes background information and goals, policies and actions relating to natural open space, developed recreational park land, and recreational trails.

I. Background and Planning Issues

In a telephone survey conducted by the City in February, 1990, 363 citizens were asked their main reason for moving to Hesperia, rather than another community. The largest response (34 percent) was for "rural open space," followed by housing cost (25 percent) and clean air (23 percent).

The desire to retain a rural, open community has been expressed by residents of Hesperia at numerous public meetings on the General Plan since incorporation. Clearly the rural atmosphere of the area has been a primary factor in its attractiveness to new homebuyers. However, this very attractiveness may ultimately impact the open, rural character of Hesperia. According to preliminary 1990 Census data, Hesperia's population grew by 272 percent between 1980 and 1990, making it among the fastest growing cities in the state. Without actively planning to retain open space for resource conservation and recreational activities, Hesperia may lose this unique aspect of its community character.

Because growth is anticipated to continue at a rapid rate, it is important to preserve areas for park land and natural open space. In selecting these sites, criteria such as scenic vistas, cultural or biological resources, public accessibility, parcel sizes and needs of the community should be evaluated. Areas with scenic value or significant natural resources should be preserved as natural open space or passive parks. Those areas which are particularly accessible and of limited ecological value may be developed with more active facilities, such as playing fields, riding arenas, and other recreational uses.

The City should work cooperatively with the Recreation and Park District to plan for and preserve open space for future generations. Otherwise, new development may consume valuable or desirable open space lands, and inappropriate development may result in the loss of scenic open space through destruction of natural ecosystems.

The benefits to a city of a well-rounded park, recreation and open space system are many. Such areas are one of the most visible signs of a community's commitment to a high quality of life for its residents. They provide places to exercise and recreate, to relax, to meet and socialize with other people, to conduct festivals and community events, and to learn about natural and historical values. In addition they are an important economic resource, enhancing the value of the city and individual properties, attracting visitors, creating and preserving jobs, avoiding costly development in hazardous or ill-advised areas, and attracting businesses that want to locate in a high quality environment. Parks and open spaces provide a way for future generations to experience the legacy provided for them by earlier inhabitants of Hesperia.

In preparing the Open Space Element of the General Plan, the City expanded upon previous work by the Hesperia Recreation and Park District, which completed a Master Plan for Parks in 1988. Much of the information in this chapter was provided by the District through its Master Plan and supplemental data. Since completing the Master Plan, the District has completed and adopted standards for street tree and parkway landscaping, irrigation and maintenance, and retention basin landscaping and maintenance. The District has laid the groundwork throughout the community for meeting park and recreation needs through acquisition, development, and maintenance of park facilities, and administration of recreation programs. As a newly incorporated city, Hesperia is fortunate to benefit from the many programs and facilities already established by the Park District, which was formed in 1957. Future park and open space planning will be implemented through continued cooperation between the City and Hesperia Recreation and Park District.

The planning process for open space, as with other elements of the General Plan, must address community needs and objectives, existing conditions, standards, and means to achieve community goals. Each of these issues will be discussed in the following sections.

Community Needs and Objectives

As noted above, Hesperia is one of the State's fastest growing cities. Because of its tremendous growth, existing city parks have become increasingly crowded, a condition which is expected to continue unless new parks are added to keep pace with growth. Avoiding overcrowding is made more difficult because the average outdoor recreation use per person has also increased, nearly doubling in the last twenty years.

The increased use of park facilities is evident in reviewing figures from the Park District showing use of facilities over the last five years (see Table OS-1).

While these figures show substantial increases in the use of park facilities, total participation in City recreation activities is still relatively low for a City of over 50,000 people. This low rate of use is due to the fact that the City does not have facilities to serve the total population's needs at this time. For example, for every child enrolled in Little League, many children may not participate due to lack of playing fields. Turn-away rates are up to about 20 percent for youth activities.

During preparation of its Master Plan in 1988, the Park District conducted studies and citizen surveys to identify the community's needs with respect to park land and recreational facilities. Based upon its survey of park facility users, the District concluded the following:

- o There seems to be support for users paying participant fees.
- o The community desires a variety of activities primarily in traditional public recreation offerings in the sports and cultural areas.
- o Program offerings are balanced but information supports that there is not a sufficient amount of classes, programs and activities.
- o People are spending less time in recreation per week doing more specialized activities without traveling a long distance from their homes. Heaviest usage is Monday through Thursday afternoons and evenings, as well as Saturdays.
- o There is a strong need and support to develop more facilities to meet community needs and desires.
- o The community is tolerant about the maintenance conditions.

TABLE OS-1
USE OF FACILITIES

PROGRAMS AREA	1985	1990	
Aquatics			
* Lessons	960	1,686	Pools are at maximum capacity
* Open Swim	7,400	17,988	
* Rentals	0	600 (15 rentals)	
Facility Rental			
Single Use	42	183	Facilities are at maximum capacity
Regular Users	492	1,109	
Outdoor Recreation			
Fishing	0	40,985	As facility is renovated a tremendous growth is expected
Camping	0	13,332 (3,809 groups)	
Picnic Reservations	0	6,250	
Horseshoe Leagues	0	130	
Special Events	6,440 (9 events)	12,810 (12 events)	No indoor facilities, limited room for growth
Special Interest Classes	2,160 (15 classes)	3,660	
Sports (Youth)			
* Basketball	66 (6 teams)	280 (27 teams)	20% of children are being turned away due to lack of facilities
* Little League	900	1,200	
* Soccer	0	1,200	
* Tennis	0	172	
Sports (Adults)			
* Basketball	0	150 (14 teams)	Adult Sports could expand 1x to 2x with additional facility space
Running Race	0	175	
* Softball	462 (42 teams)	1,728 (108 teams)	
Tennis	0	68	
* Tournaments (softball)	0	682 (44 teams)	0-No facility space
* Tournaments (basketball)	0		
Volleyball	96 (12 teams)	200 (20 teams)	
Therapeutic Recreation			
Social Programs	0	87	
Special Olympics	0	168	
TOTAL	19,018	104,843	

- * These activities, if given normal promotion, could increase significantly with our present population. Youth sports programs are not reaching many students that would benefit from the programs. If we tried to reach these students we would just have to turn them away due to lack of facilities.

- o People seem to be involved in and desire an urban type of recreation and park system.
- o Indications are that if facilities were provided, people would participate in activities and programs to utilize them.

In addition to this input, the District assessed recreational needs of special interest groups. Because of its relatively low housing costs, Hesperia has a large senior population as well as a rapidly expanding number of families with school-age children. The only senior services for recreation in Hesperia are provided by the Leisure League, which has a limited membership. However, the Park District provides a senior nutrition program during the morning and lunch hours.

Primary adult and youth needs are for additional sports fields, including T-ball, baseball, softball, and soccer. Hesperia is deficient in the number of playing fields for these sports, especially for lighted fields.

Existing Conditions

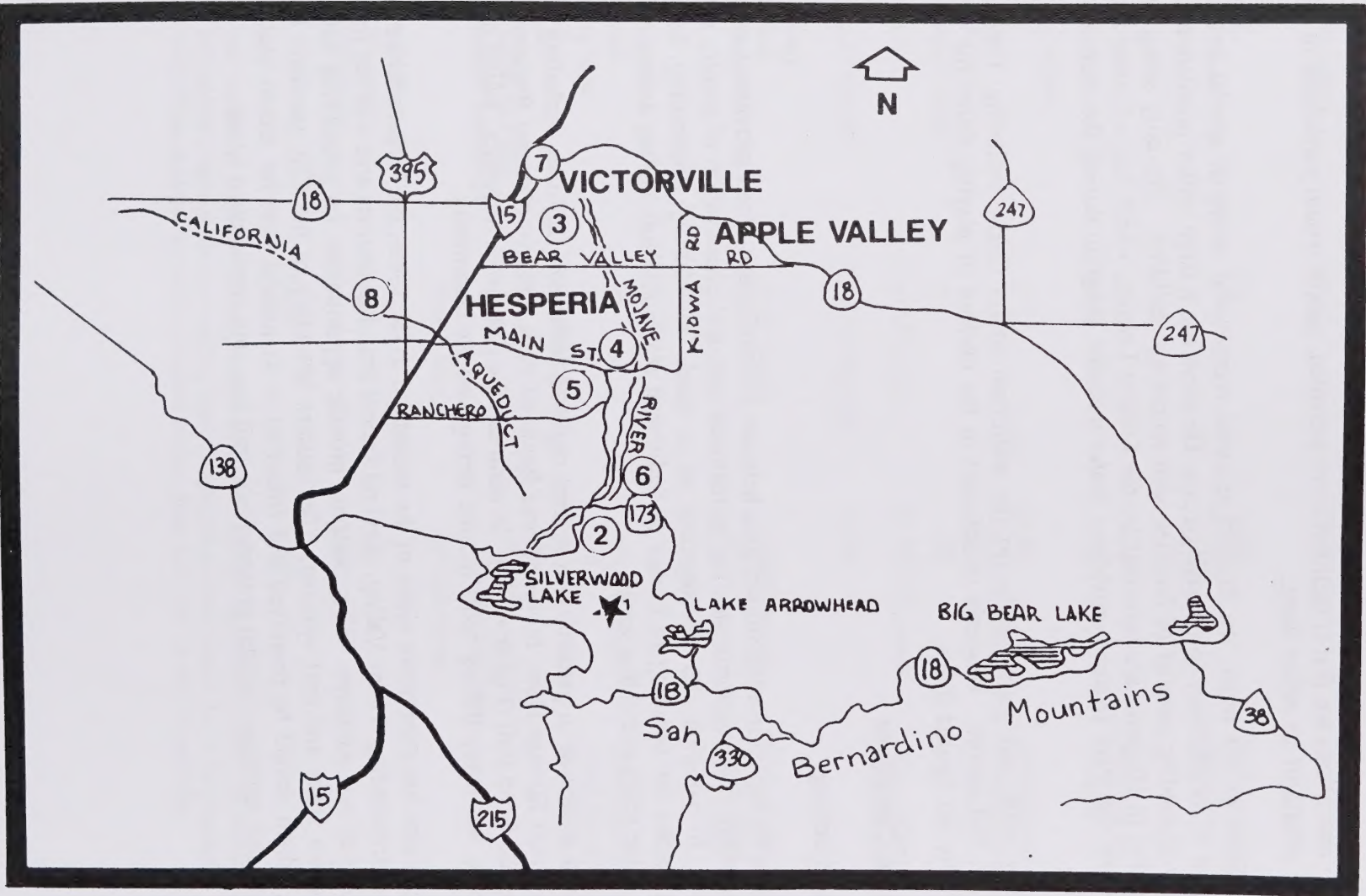
Natural Setting

Hesperia's location in a transitional area between mountains and desert provides a unique setting which offers many opportunities for recreational uses and preservation of scenic, natural open space. In addition, its development as a rural, low-density community has provided opportunities for boarding of horses on individual residential lots having access to numerous open space trails and riding areas.

Hesperia is located in proximity to several regional recreation facilities, including Silverwood Lake, Cedar Springs Dam, Mojave Forks Regional Park, Mojave Narrows Regional Park, and the Pacific Crest trail (Figure OS-1). In addition, the California Aqueduct, which runs through Hesperia, has many fishing spots located throughout the community.

Hesperia also has panoramic views of the mountains to the south, the Mojave River to the east, and the surrounding Victor Valley. Several natural drainage courses and washes, including the Oro Grande and Antelope Valley washes, provide opportunities for preserving natural scenic open space areas and trail systems. The eastern boundary of the City parallels the Mojave River, which should be preserved and enhanced in its natural state for mixed uses, including groundwater recharge, habitat preservation, trail use, and scenic open space.

Figure OS-1
Regional Recreational Areas



- | | | | |
|----|-------------------------------------|----|----------------------------------|
| 1. | Silverwood Lake | 2. | Mojave Narrows Regional Park |
| 3. | Mojave Narrows Regional Park | 4. | Victor Valley College |
| 5. | Hesperia Country Club & Golf Course | 6. | Deep Creek & Pacific Crest Trail |
| 7. | San Bernardino County Fairgrounds | 8. | California Aqueduct |

Natural Hazards

As discussed in the Safety Element, the Hesperia planning area has no known active faults. However, 100-year flood plains have been identified in the Mojave River, the Oro Grande and Antelope Valley washes. These areas have been designated on the Land Use Plan as Open Space, which will limit potential dangers to structures and lives from flooding.

Other potential hazards within the planning area which will impact development include unstable slope and soil conditions. Through the development review process, these areas will be identified and preserved as natural open space through use of clustering, density transfers, and other flexible development standards.

Hesperia Recreation and Park District

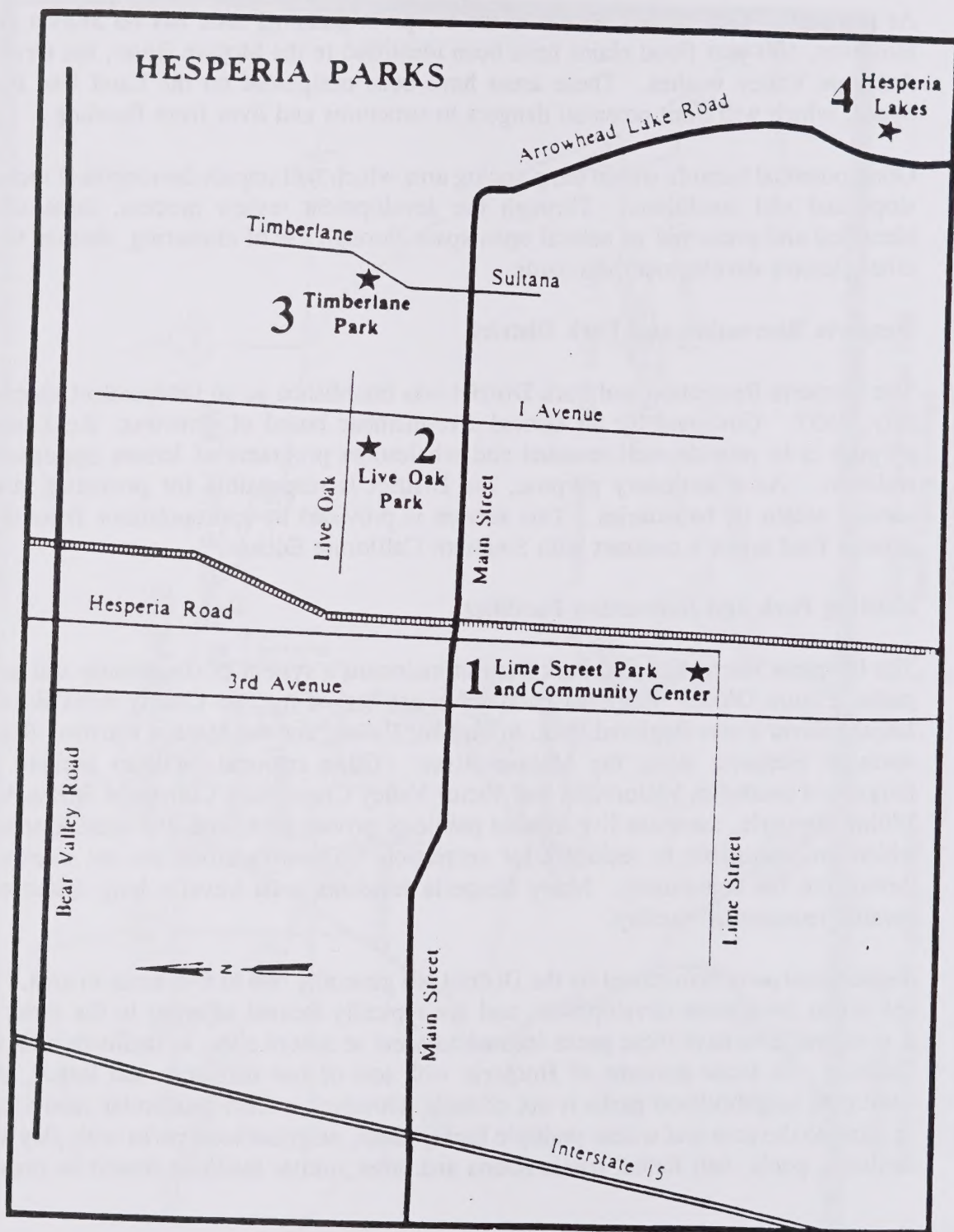
The Hesperia Recreation and Park District was established as an independent special district in July, 1957. Governed by an elected five-member board of directors, the District's stated purpose is to provide well-rounded and wholesome programs of leisure opportunities for its residents. As a secondary purpose, the District is responsible for providing street lighting service within its boundaries. This service is provided by appropriations from the District's general fund under a contract with Southern California Edison.

Existing Park and Recreation Facilities

The Hesperia Recreation and Park District maintains a system of community and neighborhood parks (Figure OS-2). Regional park needs are served by two County-maintained parks: the Mojave River Forks Regional Park, in Summit Valley, and the Mojave Narrows Regional Park, north of Hesperia along the Mojave River. Other regional facilities include the County fairground located in Victorville, and Victor Valley Community College in Spring Valley Lake. Within Hesperia, there are five useable public or private parks and five useable school facilities which are accessible to residents for recreation. These facilities are not evenly distributed throughout the community. Many Hesperia residents must travel a long distance to reach a useable recreational facility.

Neighborhood parks maintained by the District are generally two to five acres in area. These parks are suited for intense development, and are typically located adjacent to the areas they serve. It is desirable to have these parks located adjacent to school sites, to facilitate joint use of these facilities. In those portions of Hesperia with lots of one half acre and larger, the need for additional neighborhood parks is not critical. However, within residential subdivisions of four or more to the acre and within multiple family areas, neighborhood parks with play areas, picnic facilities, pools, ball fields, tennis courts and other similar facilities should be provided.

Figure OS-2
Existing Recreation and Park District Facilities



Existing neighborhood park facilities which are available for public use include Timberlane Park, Cottonwood Elementary School, Eucalyptus Elementary School, Juniper Elementary School, Joshua Circle Elementary School, and Maple Elementary School. Other schools either lack recreational facilities, or are not available for public use. The available neighborhood facilities need renovation and additional improvements. The school facilities lack adequate access, restrooms, turfed play fields, playgrounds and picnic areas. Timberlane Park, the only neighborhood facility maintained by the Park District, is experiencing severe overuse and major repairs and renovations are needed. Located on 5.5 acres at Timberlane Avenue and Live Oak Street, the park contains a meeting room, picnic facilities, outdoor lighted volleyball, basketball, shuffleboard and tennis courts, swimming and wading pools, and a Little League-sized ball diamond.

Community parks are generally between ten and twenty acres in area, and serve a larger portion of the district than do neighborhood parks. Community parks typically support lighted ball fields, community buildings, equestrian facilities, swimming pools, tennis courts, exercise courses, and gymnasiums. Costs to develop and maintain a community park are relatively lower than for neighborhood parks due to the economy of scale, and location of these facilities adjacent to schools increases the efficiency of operation.

There are presently five facilities within the City which provide for community park needs: Hesperia High School, Hesperia Junior High School, Hesperia Lakes Park, Lime Street Park, and Live Oak Park. As with the neighborhood parks, these facilities are suffering from the effects of overuse and lack of adequate renovation. In addition, the size and availability of these facilities are placing substantial limits on the community's ability to participate in organized recreational activities. Up to fifty percent of the people signing up for organized league play have been turned away due to lack of available scheduling time at these facilities.

Lime Street Park is the district's major park and recreation facility, with a public swimming pool, two lighted ball diamonds, a community center, picnic areas, play areas, a maintenance shop and yard, caretaker's residence, administrative offices, an equestrian arena, and a youth building located on the 14-acre site. The Lime Street facility is usually in use from morning to night seven days a week, and the high rate of use on a year-round basis makes it difficult to maintain the facility.

Live Oak Park, located on nine acres on Live Oak Street west of I Avenue, contains a snack bar/concession area, lighted ball diamonds, a children's play area, bicycle moto-cross, and picnic area.

Hesperia Lakes Park and Campground, the largest of the District's facilities, contains 39 acres of developed land with a lake and streams for fishing, camping sites for recreational vehicles and tents, a restroom/general store building, and picnic facilities.

Joint use of school and park facilities has been identified as a goal of both the Park District and School District within Hesperia. Joint use will benefit the community through increased availability of recreational services with greater cost efficiency for acquisition and maintenance. The districts are pursuing joint use agreements in the areas of land acquisition and scheduling of activities.

Regional Parks accessible to Hesperia residents include Mojave Narrows and Silverwood Lake. In many respects, Hesperia Lakes also functions as a regional park. Silverwood Lake is a state park encompassing 995 acres which provides camping, fishing, boating, hiking, picnicking and biking. This outdoor natural lake park is well-maintained and utilized by people from throughout Southern California. There is an admission fee to enter the park, and food, fishing and boating concessions are available.

Mojave Narrows is an 860 acre regional park controlled by San Bernardino County. Camping, fishing, horse riding, non-powered boating, hiking and picnicking are available. Food, horse riding, boating, fishing and special regional events are conducted by a contractor. The park is in fair condition with good maintenance, and admission fees are charged to enter the park.

The County Fairgrounds, located in Victorville, is the major exhibition center for fairs and open air events in the High Desert. In addition to the show grounds, facilities include stables, exhibition buildings, arena grandstands, concession facilities and parking. Annual events at this facility include a rodeo and the county fair. Public use of fairground facilities is available on a fee basis.

Victor Valley College is equipped with a softball field, baseball field, gym, weight room, aerobic room, locker room, track, football field, and performing arts center. The facilities are well-maintained but have no outdoor field lights, and are available on a fee basis. The Park District is working with college staff on cooperative programs and facility use.

In addition to these facilities, the Park District Master Plan contains a complete inventory of private and public facilities available for public use. The Master Plan notes that while regional parks in the High Desert are in good condition and enjoying well-managed high use, community facilities are operating at maximum capacity and are not sufficient to meet the community's existing needs or projected growth. The Master Plan concludes that "the turn-away rates, size and lack of programs due to insufficient facilities are not meeting the needs of the community."

Equestrian Uses and Recreational Trails

Equestrian recreational facilities are provided at Lime Street Park, which contains a rodeo arena. The facility is used once or twice a year for major events, and regularly for free riding and club events.

A comprehensive trails system is also being developed by the Park District, and the City Council has appointed a Recreational Trails Committee to coordinate trail planning for the City. The first equestrian trail to be established by the Park District will be dedicated in 1990, and follows the Southern California Edison transmission corridor easement from Hesperia Lakes Park to the railroad. The trail is natural and unimproved, and designated with signs. Other regional trails are planned throughout the City as shown on the General Plan Circulation Map. It is intended that City trails will connect with trails in other cities and unincorporated areas, including the Mojave River trail system and the Pacific Crest trail system. The City's Recreational Trails Committee, working in conjunction with the Park District, will also designate local feeder and collector trails which will interact with the regional trail system.

Open Space Standards

The Park District has adopted a standard of five (5) acres of park land per thousand population. This standard was based upon a review of National Recreation and Park Association Standards, previously adopted District standards, existing development in the community, and citizen public input received at a series of public meetings. The District also adopted facility standards for each type of park activity and facility. These detailed standards are contained in the Park District Master Plan.

The Park District currently manages 214 acres of park land; based upon a population of 50,778, the City's ratio of park land to population is 4.2 acres. However, of this available acreage, 61 acres are presently undeveloped and 80 acres of Hesperia Lakes Park are unusable. When accounting for these factors, the current level of service for the 73.5 acres of developed park land is only about 1.5 acres per thousand. Present needs are summarized in the following table.

Park Facility Needs in Hesperia, 1990

Facility	Have	Need
Neighborhood Parks	3.5 ac.	50 ac.
Community/City-wide Parks	62.0 ac.	125 ac.
Play Fields/Theme Parks	8.0 ac.	75 ac.
TOTAL	73.0 ac.	250 ac.

Note: Figures based on estimated population of 50,000 and 3.1 persons per dwelling unit.

Future needs will be based upon population growth in the area. If the community continues to grow at a rate similar to that of the past five years, park needs for the next twenty years would be as follows:

Park Facility Needs in Hesperia to 2010

Year	Population	Acres of Park Needed
1995	62,403	312
2000	74,028	370
2005	85,653	428
2010	97,278	487

Note: Figures are based on an estimate of 750 new dwelling units per year and 3.1 persons per dwelling unit.

Clearly, in order to meet current and future park needs, the City must address open space in all aspects of planning and development throughout the community.

II. Open Space Plan

Several opportunities exist within the planning area to increase park and recreational facilities and preserve natural open space. The Open Space Plan for the City will consist of the following components:

- 1) Expanded park and recreation facilities, including neighborhood and community parks, a sports complex, expansions to Hesperia Lakes Park, and restoration and utilization of the Deep Creek area.
- 2) Providing open spaces at the major entrances to the City from Interstate 15 and the Mojave River, so as to define Hesperia and provide a sense of identity.
- 3) Designation of scenic roads for preservation of existing rural and desert lifestyle values, as well as enhancement of scenic features.
- 4) Use of appropriate interconnecting riding, hiking and bicycling trails.
- 5) Continued use of rural estate and low residential density designations, where open space and rural/equestrian values will provide for an enhanced living environment and be protected through private action.

These aspects of the Open Space Plan are discussed in greater detail below.

Expanded Park and Recreation Facilities

The Park District in its Master Plan has identified specific facilities and upgrades needed within its existing system, as well as future facility needs to be acquired. The Master Plan has prioritized these facility needs, based upon public participation in the park master plan process. High priorities were given to upgrading Hesperia Lakes Park, acquiring BLM property, enacting a joint school-park use agreement, and use of development impact fees to fund new sports fields.

The District intends to pursue a variety of funding mechanisms to produce revenue for acquisition, improvement and maintenance of park facilities. These methods will include property tax, park land dedications, in-lieu fees as provided under the Quimby Act, landscape lighting and maintenance assessments, volunteer programs, donations, fund raisers, grants, joint use programs, and recreational user fees. In addition, the District in 1989 adopted a yearly assessment of \$60 per parcel per year to fund park facilities and programs.

The District's recommendations for expanding recreation facilities are summarized as follows:

- o Begin a program of obtaining funds and priorities to renovate present facilities.
- o Joint projects, volunteers and service projects must continue in the renovations area.
- o Place an emphasis on providing play fields, a gym and community meeting assembly rooms.
- o Accommodate more program participants in current programs and offer more programs by acquiring more specialized community facilities.
- o Make formal agreements with the unified and college school districts on facility, priority of use, control of facilities, and facility exchange.
- o Place a priority upon obtaining and developing community facilities throughout the recreation service areas.
- o Attempt to reach agreements with religious and private organizations for use of their facilities.
- o Implement and design a year-round schedule for use of facilities, including maximum use of schedules, maintenance, renovations and resting time to prevent overuse close-downs.
- o Using a weekend volunteer crew should be organized with agencies that require community service.

In addition, the City and Park District will place priority on the following measures:

- o Park land dedication or in-lieu fees, to be implemented under the Quimby Act. The City in cooperation with the Park District has been implementing Quimby Act park fees on new subdivisions since December, 1989. Fees are established by the District based upon the Park Master Plan and facility cost estimates. Where appropriate and feasible, dedication of park sites should be considered as a requirement on new subdivisions.
- o Full development of Hesperia Lakes Park. Currently only about one third of this park is developed. Under the Park District's management, the fishing and store concessions at the park are funding maintenance costs. Further development of the park will provide much-needed park land for future generations within the community.

- o Increased utilization of joint-use agreements between the park and school districts to share facilities.
- o Utilization of available Corps of Engineers and Bureau of Land Management land. The District is currently negotiating a long-term lease of approximately 600 acres in the Deep Creek area, below the Deep Creek Dam. Plans for this area include revegetation and restoration of natural vegetation, which has been severely depleted by off-road vehicle use. This area could serve also as a receiving area for Joshua trees transplanted from development sites, and a portion of the area could be preserved as a Joshua tree preserve. The area will be used for a variety of recreational activities, including both day use and camping.

The District has identified one BLM parcel within the planning area which has potential for park site development. Feasibility of a land transfer to obtain this site will be further investigated.

- o Provision of open space and recreational facilities within new proposed multiple family and commercial/industrial projects. Provision of amenity areas containing children's play areas and recreation facilities should be considered within all medium to high density residential projects. Within retail commercial projects, the City has already obtained cooperation from some developers in providing pedestrian seating areas, with shade and landscaping, incorporated into large-scale projects; amenities such as these will assist in humanizing the mass and scale of large parking and building areas.

Commercial and industrial developers should also consider providing employees with amenity areas, including outdoor seating, reading, meeting and lunching facilities. The City's intent within the General Plan and Development Code will be to encourage inclusion of such areas through provision of incentives.

Natural Open Space Areas

Natural open space must be preserved throughout the planning area to protect development from natural hazards, to conserve natural resources, to preserve habitat, to preserve community character, and to enhance the quality of life. In particular, natural open space will be preserved in the following locations:

- o At the primary entrance to the City along Interstate 15, between Cajon Summit and Main Street; location and amount of open space will be determined upon review of specific development plans for property within the Planned Mixed Use and Special Development designations within this area;
- o Along the Mojave River;
- o Along portions of the Oro Grande Wash (east and west branches) and Antelope Valley Wash; and
- o Within portions of Summit Valley.

Streetscapes and Scenic Corridors

The City and Park District have cooperated to encourage the provision and maintenance of suitable drought-resistant landscaping adjacent to public rights of way. New development projects are conditioned to install automatic drip irrigation systems and drought resistant landscaping adjacent to public streets. The Park District administers a Landscape and Lighting Assessment District which will maintain these parkways upon annexation to the District. The District has also developed standards for plant materials and irrigation systems within these areas. In the future, one of the ways the City can enhance community identity is through design and implementation of consistent landscape themes for specified streets.

There are several streets and highways within the planning area which have potential for scenic designation. The General Plan Citizens Advisory Committee has identified a goal of designating and preserving certain scenic corridors within the planning area. However, further study and development of standards for these corridors is needed to implement this goal.

Trails

In addition to regional trails shown on the Circulation Plan, the City's Recreational Trails Committee will develop standards and designate locations for local feeder and collector trails. Trails will be designed to accommodate equestrian, bicycle, and hiking uses in appropriate locations.

Land Use Designations

A significant component of the desert lifestyle as experienced in the City of Hesperia is the large-lot, low density pattern of residential development, which accommodates a variety of equestrian and other animal uses. Residential lots within the core area of the city (east of Maple Avenue and north of Ranchero Road) are primarily one half acre or larger.

This pattern of development has been preserved within the draft Land Use Plan, which designates the majority of residential uses in the planning area at densities of two to the acre or less (see Figure OS-3).

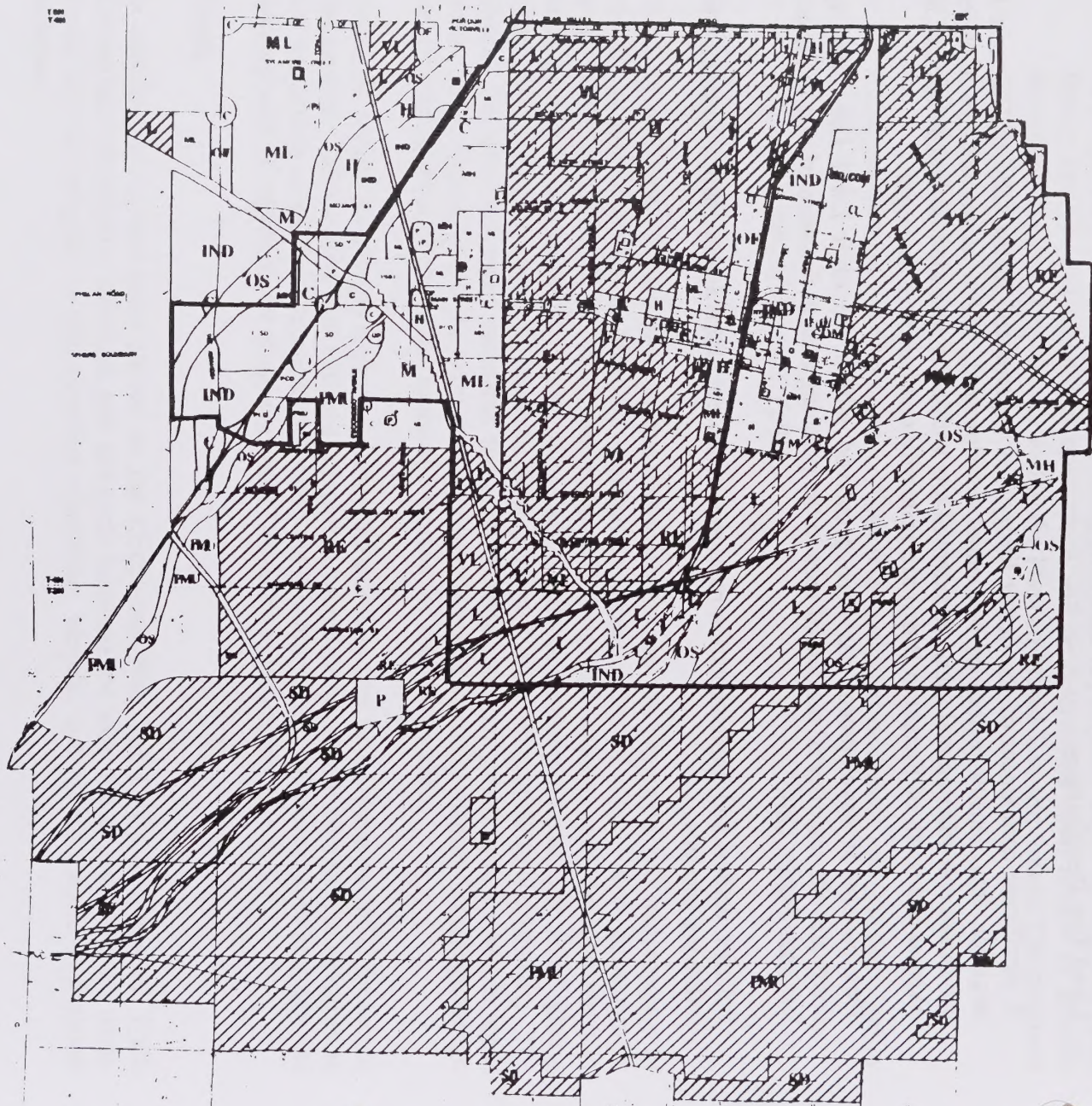
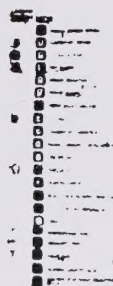
Policies, actions and implementation measures to achieve Open Space goals are outlined in the following sections.

Figure OS-3:
Areas Designated at 2 or Less Residential Dwellings Per Acre

LEGEND

- RE RURAL ESTATE
(0.1-0.4 DU/AC)
- VL VERY LOW RES
(0.5-1.0 DU/AC)
- L LOW RES
(1.1-2.0 DU/AC)
- ML MEDIUM LOW RES
(2.1-4.0 DU/AC)
- M MEDIUM RES
(4.1-6.0 DU/AC)
- MH MEDIUM HIGH RES
(6.1-10.0 DU/AC)
- H HIGH RES
(10.1-15.0 DU/AC)
- C COMMERCIAL
- OF OFFICE PROFESSIONAL
- PCD PLANNED COMMERCIAL DEV.
- PMU PLANNED MIXED USE
- IND INDUSTRIAL
- IND/COM INDUSTRIAL COMMERCIAL
- OS OPEN SPACE
- SD SPECIAL DEVELOPMENT
- C SD COMMERCIAL SPECIAL DEVELOPMENT
- P PUBLIC

PUBLIC FACILITIES



III. Open Space Goals, Policies and Actions

Open Space Goals

- OS.G.1* Achieve a high quality, diverse park system which enhances and builds upon unique community values.
- OS.G.2* Provide adequate park acreage and recreation facilities to serve the needs of present and future residents of the city.
- OS.G.3* Enhance the beauty of the city and the overall quality of life for its residents.
- OS.G.4* Develop riding, hiking and bicycle trails which link open space areas and connect with regional trail systems.
- OS.G.5* Provide natural preservation areas which can be utilized for environmental education, development of nature appreciation, demonstration of water conserving landscapes, groundwater recharge, and natural resource preservation.
- OS.G.6* Enhance commercial and industrial areas through incorporation of open space amenities, while utilizing responsible water conservation measures.
- OS.G.7* Provide for accessibility and activities within park and open space for all citizens, including senior and handicapped citizens.

Open Space Policy OS.P.1

- OS.P.1* Ensure that the community maintains and increases opportunities for passive and active open space, in order to provide adequate, useable, and available recreational amenities, to create a more visually pleasing environment, and to protect natural resources.

Actions:

- OS.P.1.a* On the General Plan Land Use Map, designate natural open space areas for the separation and identification of individual land use areas and neighborhoods, where appropriate.

- OS.P.1.b* Designate, protect, and improve natural open space areas, along with their native vegetation and wildlife, for public benefit, for resource preservation, and for groundwater recharge.
- OS.P.1.c* Protect designated natural open space areas from encroachment by incompatible uses, by designating these areas for low density residential uses or for open space.
- OS.P.1.d* Ensure that new development provides adequate recreational and open space areas to serve its needs and mitigate its impact on undeveloped open space.
- OS.P.1.e* Develop a network of open space areas throughout the community, utilizing a system of trails, parks, recreational facilities, and natural open space.
- OS.P.1.f* Require commercial and industrial developments to address open space utilization in site planning, including but not limited to passive areas as well as employee amenity areas, pedestrian seating areas, and other similar uses, as appropriate.
- OS.P.1.g* Establish impervious cover limits in all zone districts.

Open Space Policy OS.P.2

- OS.P.2* Ensure effective and responsible management of open space areas for the long term benefit of the community.

Actions:

- OS.P.2.a* Develop criteria for open space dedications and acquisitions, and acquire open space in conformance with that criteria.
- OS.P.2.b* Dispose of unused small parcels and utilize revenues for future land acquisition.
- OS.P.2.c* Explore potential interim uses of publicly owned property for passive and/or active open space uses until the property is developed for other public uses.
- OS.P.2.d* Coordinate with Hesperia Recreation and Park District to facilitate acquisition of needed park lands at or before the subdivision process, whether by dedication or by purchase.

Open Space Policy OS.P.3

OS.P.3 Identify and protect areas of benefit to the community in terms of scenic or aesthetic amenities.

Actions:

OS.P.3.a On the General Plan Land Use Map, designate the Oro Grande Wash (east and west branches), the Antelope Valley Wash, and the Mojave River as Open Space, and ensure that portions of these areas are maintained as passive and/or recreational open space.

OS.P.3.b Ensure that future development along the Mojave River bluffs and ridgelines within the foothills and mountains of Summit Valley is compatible with the environment; discourage ridgeline development, keeping structures off the tops of ridges, and encourage designs that fit into natural contours of these areas.

OS.P.3.c Identify scenic corridors within the planning area, and adopt development regulations to protect the aesthetic quality of these areas, including but not limited to setbacks, architectural standards, site design standards, and signage. Such corridors might include portions of Arrowhead Lake Road, Summit Valley Road, Rancho Las Flores Parkway, Maple Avenue south of Ranchero Road, and others to be identified.

Open Space Policy OS.P.4

OS.P.4 Promote development and maintenance of a well balanced park and recreation system, which will provide for the special needs of the community and ensure the protection and preservation of traditional community parks for the benefit of future generations.

Actions:

OS.P.4.a Cooperate with Hesperia Recreation and Park District to facilitate siting and planning of new park facilities and expansions to existing facilities.

- (1) Provide facilities which present opportunities for all income and age groups to fulfill their recreation needs.
- (2) Assure land use compatibility between park uses and adjacent neighborhoods, through park site design.

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- (3) Adopt the District area standard of five (5) acres of developed park land and open space per 1000 population.
- (4) Adopt the District facility standards for types of recreational needs per population, as contained in the Master Plan.
- (5) Maintain a flexible policy for size, location and design of park facilities, in order to best meet the recreational needs of a changing community.
- (6) Participate in biennial reviews of the District's Master Plan, to coordinate City and District efforts in meeting the community's recreational needs.

OS.P.4.b Cooperate with Hesperia Recreation and Park District to provide funding for new park facilities and expansions to existing facilities.

- (1) Pursuant to the Quimby Act, require park fees for new subdivisions as established by the District.
- (2) Cooperate with the District in obtaining grant funds such as Community Development Block Grant money for improving community park land.
- (3) Utilize other funding sources as available and appropriate to improve the community's park system.

OS.P.4.c Through planning and the development review process, provide opportunities for the development of park resources at the neighborhood level, the community level, and the regional level.

- (1) In reviewing planned residential, commercial and/or industrial developments, consider impacts on community park systems and identify opportunities for meeting recreational needs on a site specific basis.
- (2) Provide incentives for commercial and industrial developers to include employee recreation and amenity areas within site design.
- (3) Within multiple residential projects and subdivisions with lots of less than 7,200 square feet, require open space for uses such as tot lot facilities, tennis courts, picnic areas, and open play areas as deemed appropriate through the development review process.

- (4) Within retail commercial projects, consider opportunities for pedestrian amenity areas having seating, shade and landscaping.
- (5) In review of master planned areas, assure the preservation of land for parks in appropriate locations and areas.

OS.P.4.d Encourage the joint use of public facilities for recreational purposes where appropriate, as in joint use of school and park facilities, or of utility easements with trail facilities.

Open Space Policy OS.P.5

OS.P.5 Promote development of a well planned recreational trail system throughout the community with links to a regional trail system.

Actions:

OS.P.5.a Maintain the Recreational Trails Committee to perform the following functions:

- (1) Formulate a recommended recreational trail plan for consideration by the Planning Commission and City Council, addressing trail locations and standards, and addressing trail needs for equestrian, biking, jogging and hiking users, and use of both developed and undeveloped trail systems.
- (2) Review new development proposals to assess their impact on the community trail system, and provide recommendations to the Planning Commission.

OS.P.5.b Connect schools, parks, local commercial areas, and other pedestrian uses by a system of pathways or trails wherever feasible.

OS.P.5.c In conformance with the trail plan, provide for construction and maintenance of equestrian trails by new residential subdivisions, as deemed appropriate through the development review process.

Open Space Policy OS.P.6

OS.P.6 Promote enhancement of public rights-of-way through adoption of guidelines for landscaping, irrigation and maintenance of parkways adjacent to public thoroughfares.

Actions:

- OS.P.6.a* Utilize standards developed by the Hesperia Recreation and Park District for street trees, plant material, planting specifications, irrigation system installation and maintenance.
- OS.P.6.b* Where appropriate, utilize landscape easements to provide for parkway maintenance.
- OS.P.6.c* Where appropriate, utilize meandering sidewalks and thematic landscape guidelines to establish and enhance community design through streetscapes.

IV. Open Space Implementation Measures

Open space goals, policies and actions will be implemented by the City through the following measures:

- OS.1.1* Designation of Open Space on the General Plan Land Use map in areas where it is appropriate for protecting development from natural hazards and for protecting environmentally sensitive areas from development.
- OS.1.2* Utilization of the Planned Mixed Use and Special Development designations to require comprehensive planning, including adequate recreational and open space.
- OS.1.3* Adoption of the Hesperia Recreation and Park District standard of five (5) acres per thousand in open space.
- OS.1.4* Continued implementation of the Quimby Act park land fee ordinance.
- OS.1.5* Continued cooperation with the Park District through the development review process to assure adequate provision of landscaped open space and maintenance on new development within the community.
- OS.1.6* Participation and cooperation with San Bernardino County, the Town of Apple Valley and the City of Victorville in planning for the use and preservation of the Mojave River.
- OS.1.7* Maintenance of the Recreational Trails Committee to designate multi-purpose trail systems throughout the planning area, and to review future development for consistency with the City's Trail Plan.
- OS.1.8* Through the development review process, ensuring that adequate open space and user facilities are included in multiple family residential, commercial and industrial projects, and utilizing flexible design techniques to create open space through clustering or transferring of residential densities.
- OS.1.9* Development of a program to designate and formulate standards for scenic corridors.
- OS.1.10* Cooperation with the Park District to acquire public land for future park and recreation use, and to implement the District's Master Plan.

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OS.I.11

Where feasible and appropriate, City assistance in formation of assessment districts, Mello-Roos districts, landscape and lighting maintenance districts, and other forms of financing to fund acquisition and maintenance of public open space and recreational facilities.

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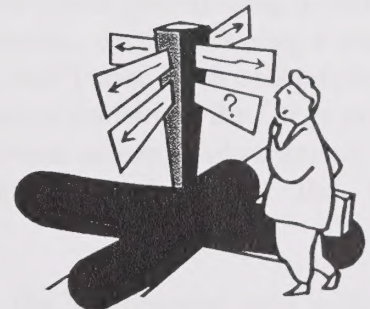
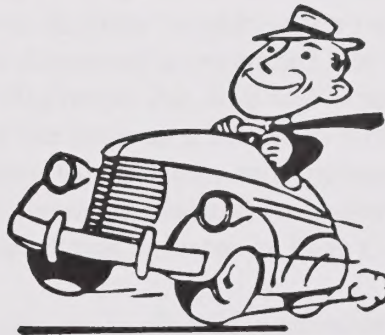


City of Hesperia General Plan



Circulation Element

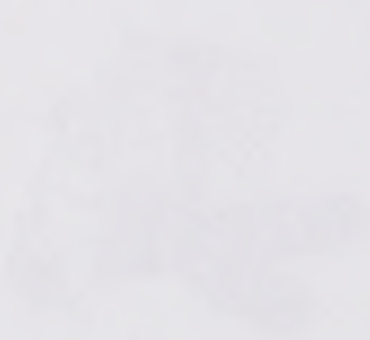
CITY OF HESPERIA



CIRCULATION ELEMENT 2001

Adopted by City of Hesperia City Council - May 2, 2001

CITY OF HESPERIA



CIRCULATION ELEMENT

5001

Approved by City of Hesperia City Council 12/15/2011

Introduction

I. Scope of the Circulation Element

The Circulation Element has been prepared pursuant to California Government Code Section 65302, which requires California cities and counties to include a circulation element within their general plans. The State requires that such elements address "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The purpose of this document and accompanying map is to comply with these State requirements, and to provide the City of Hesperia with a plan for the future development of streets and highways, trails, and facilities for rail, airport and transit, which will meet the projected needs of the community, and meet the City's transportation goals.

The circulation element contains a map and text depicting the City's long-range plans for transportation within its incorporated boundaries and sphere of influence areas. The circulation map shows the distribution and designation of streets and highways, and existing rail facilities within the community. The text contains the City's transportation goals and policies, on which the road designations and locations are based, along with specific actions for implementing the City's circulation objectives.

The City's circulation plan is based on several factors, including existing streets and highways, right-of-way dedications, existing development, barriers to through travel, projected vehicle trips, and standards for levels of service. In order to address the various issues contributing to development of the circulation plan, this document is organized into chapters, each addressing a separate issue. The issues are Streets and Highways; Air, Rail and Transit; and Trails. Each of the following chapters contains a discussion of the issue as it relates to circulation decisions; the City's policies regarding land use planning relative to that issue; and implementation actions and programs. Each issue, along with the policies and actions formulated for implementation, relates to the City's primary goal and objectives for circulation as stated on Page C-2.

As City policy, the circulation element is directly applicable to the incorporated area within the adopted City boundaries. The element also includes the City's adopted sphere of influence, in accordance with Government Code Section 65300. Roadway designation within the City's sphere are derived from the County's designations as well as the Oak Hills Community Plan. This plan reconciles the City's and County's Circulation Elements and will serve as a guide.

II. Circulation Goals

- C.G.1** Develop a safe, efficient, convenient, and attractive transportation system throughout the community, providing links within the City and with neighboring regions, and accommodating automobile, truck, pedestrian, recreational, equestrian, rail, air, and public transit needs, which will meet current and future development requirements within the planning area.
- C.G.2** Develop a circulation plan sufficiently flexible to accommodate short term Improvements, while maintaining the integrity of the long range plan.
- C.G.3** Adopt a planned circulation network that is financially and technically possible to implement, and which will meet the needs of Hesperia's planned land uses.
- C.G.4** Organize land uses within the City to provide for efficient use of the existing and planned transportation systems.
- C.G.5** Provide for a system of arterial and local streets that links the City of Hesperia to other communities and regional facilities, while providing residents with easily accessible routes to various facilities within the City.
- C.G.6** Improve the capacity of the existing road network while ensuring that new development provides for the increased system needs it generates.
- C.G.7** Provide for a balance of different types of transportation facilities.
- C.G.8** Plan and develop the transportation network in an orderly sequence, in order to ensure the provision of adequate circulation facilities to support planned land uses.
- C G.9** Support measures to reduce the generation of traffic by use of best management practices.

The following chapters address the City's plans to achieve its circulation goals.

Chapter 1. Streets and Highways

The existing configuration of highways, arterials, collectors and local streets within the planning area will have a significant impact on future transportation planning decisions for the City. This Chapter of the Circulation Element contains background information, policies, and implementation programs for improvement of the street and highway system within the planning area.

I. Background and Planning Issues

Existing Conditions

The City of Hesperia has regional access from Interstate 15 which extends through the western portion of the City and sphere, for a total of approximately nine-and-one-half miles of freeway frontage within the planning area (see Figure C-1). I-15 is a six-lane facility throughout the City and sphere and is maintained by the State Department of Transportation. Existing access onto the freeway is available at Bear Valley Road, Main Street, Joshua Street (northbound only), the confluence with State Highway 395 (southbound only), and Oak Hill Road. In the Hesperia area, daily volumes average 75,000 vehicles per day in the vicinity of its intersection with SR 395. I-15 is the primary freeway link between Southern California and Nevada.

State Route 395 traverses a portion of the City and western sphere of influence, extending northward from its confluence with I-15. This state highway is the major route between Southern California and the eastern High Sierra mountain area, and extends through the planning area, approximately three miles as a two lane highway. Caltrans is presently conducting an alignment study of this highway, to assess impacts of possible relocations west or east of its present alignment. SR-395 represents a significant link to Southern California Logistics Airport, located north of the planning area, which is presently being developed for reuse as a regional business and transportation facility. Existing daily volumes on SR-395 average 13,500 vehicles per day in the vicinity of its intersection with I-15.

Two other state highways provide access to the extreme southern portion of the planning area. State Route 138 connects Summit Valley to I-15; a portion of this highway will be upgraded to a four-lane facility in conjunction with development of Rancho Las Flores. Traffic volumes in this stretch range from 2,000 vehicles per day to 3,500 vehicles per day.

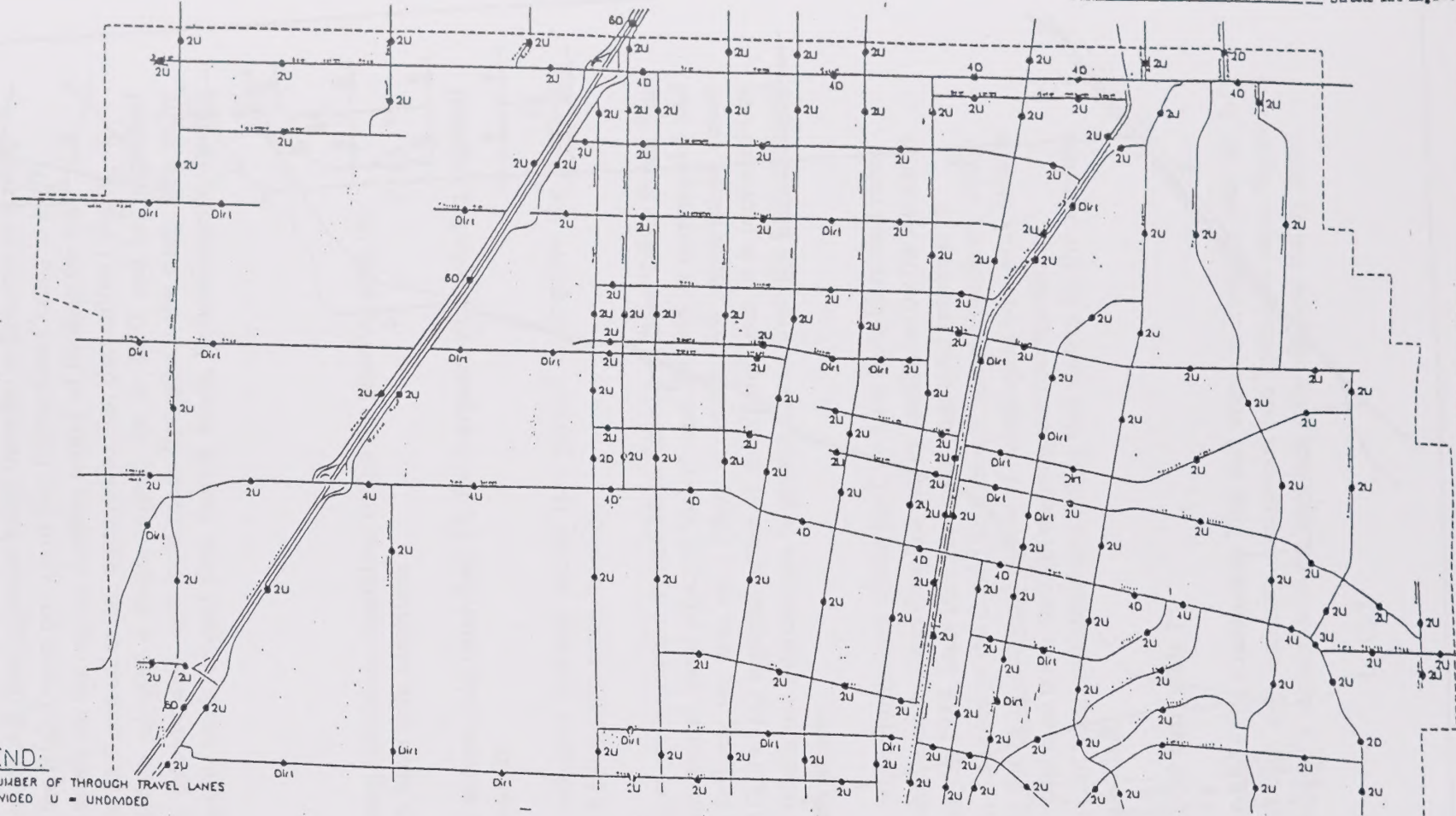
State Route 173 traverses the City's sphere in an east-west direction along the southern boundary of Summit Valley. This two-lane road intersects with Arrowhead Lake Road, providing access to the eastern side of Hesperia. Traffic volumes range from 1,500 vehicles per day at the intersection of Highways 138 and 173 to 1,000 vehicles per day at Highway 173 and Arrowhead Lake Road.

The City's traffic consultants surveyed the existing street system within Hesperia and mapped the results, indicating numbers of lanes, divided and undivided facilities, and dirt roads which function as major links (see Figure C-1). Only two arterials exist within the planning area: Bear Valley Road, a six-lane road along the City's northern boundary, and Main Street, a four-lane road providing access from I-15 into Hesperia's existing town center.

Escondido Avenue is paved for four lanes approximately one mile south of Main Street. Figure C-1 shows that east-west travel over the railroad is severely limited, with only Main Street and Bear Valley Road providing grade separations. Though access over Interstate 15 is also limited within the planning area, with over-crossings at Bear Valley Road, Main Street, and Oak Hill Road. A bridge crossing at Bear Valley Road, as well as an at-grade crossing at Rock Springs Road, are available to connect the City with the Town of Apple Valley to the east. North-south streets connecting Hesperia with the City of Victorville are more available, with connections at Amargosa, Mariposa, Cottonwood, Balsam, Eleventh, Seventh, Hesperia Road, 'T' Avenue, and Jacaranda Avenue.

Many of the City and County-maintained roads within the planning area are unpaved. Although many of these unpaved roads carry considerable traffic and provide access to homes and other developed properties, funds have been unavailable to bring these roads up to standard. There are many additional miles of road in the area which are being used by the general public, but which are not in the maintained system. Some of these accessways cross private property, without right-of-way dedications or easements. The City may not perform maintenance work on these roads. In order for a road to be accepted into the City-maintained system, there must be appropriate right-of-way dedications and construction of road improvements, including pavement, to City standards. The most common solution to maintenance problems, in the case of non-system roads, is for the property owners involved to perform any needed maintenance, or hire a private contractor to do grading and other maintenance work. Another option is to form an assessment district, with a special roads assessment to be paid by property owners for road construction and maintenance.

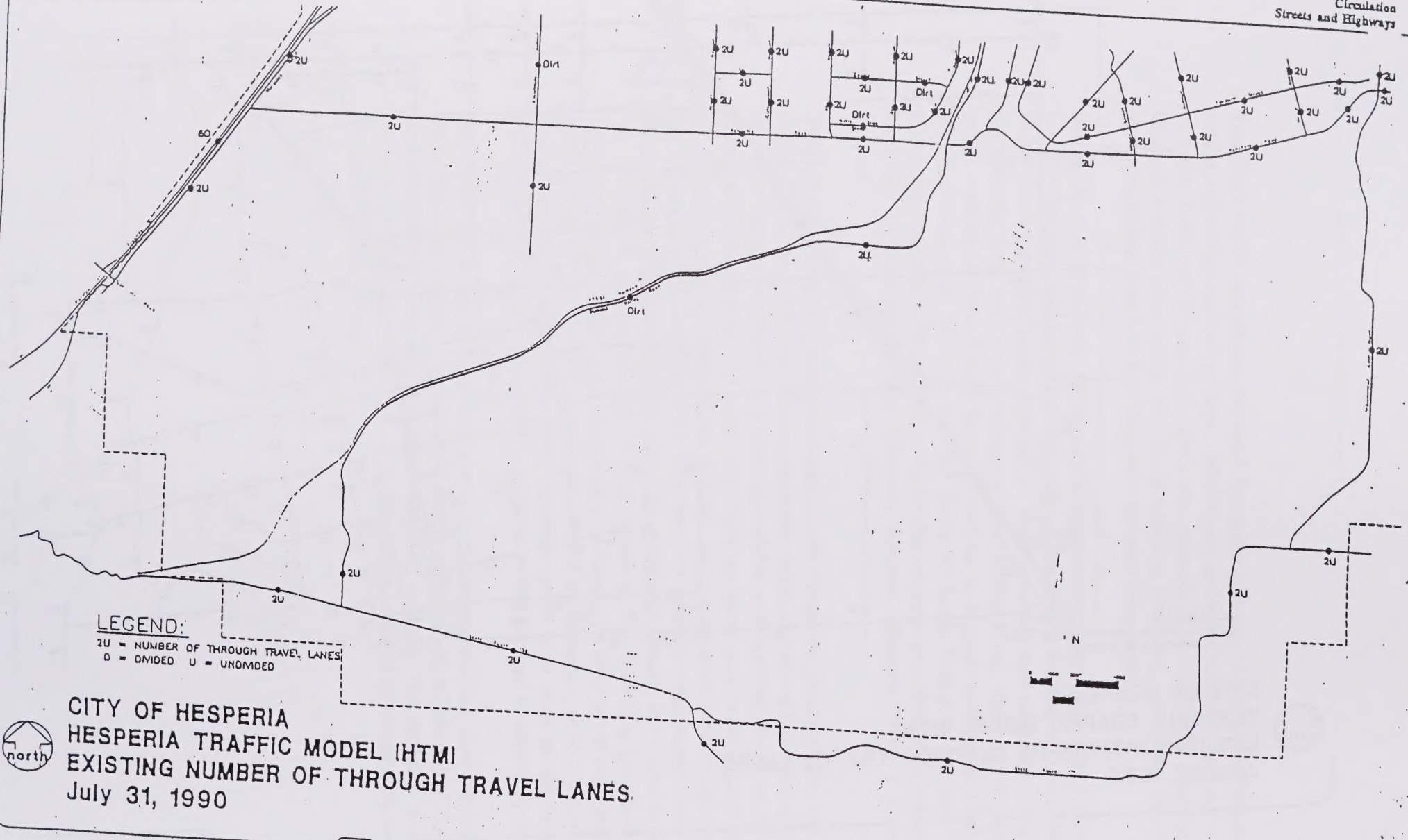
Due to the high cost of road maintenance and funding restrictions, road maintenance has become a major infrastructure issue. A more immediately visible problem facing the City is traffic congestion on major arterials, indicating a need for increased capacity. This problem is especially evident on east-west arterials, due to the lack of an adequate number of crossings over the railroad, Interstate 15, and the Mojave River.



CITY OF HESPERIA
 HESPERIA TRAFFIC MODEL (HTM)
 EXISTING NUMBER OF THROUGH TRAVEL LANES
 July 31, 1990



5/16/91



LEGEND:

2U = NUMBER OF THROUGH TRAVEL LANES
D = DIVIDED U = UNDIVIDED



CITY OF HESPERIA
HESPERIA TRAFFIC MODEL (HTM)
EXISTING NUMBER OF THROUGH TRAVEL LANES
July 31, 1990

20

C-6

5/16/91

Robert Kahn, John Kain
& Associates, Inc.

The lack of streets and highways constructed to minimum standards, with adequate capacity to meet service levels, is shared by communities throughout the High Desert. In order to mitigate the need for road improvements, the City of Victorville, the Town of Apple Valley, and San Bernardino County (within Oak Hills and Baldy Mesa) have adopted development fees for traffic impacts generated by new development. All three agencies based their fee ordinances on a study completed by DKS Associates for the High Desert portion of San Bernardino County in 1987, which identified backbone arterial needs for the region. Another source of funding for road construction and maintenance is the half-cent sales tax, approved by San Bernardino County voters in 1989. The City of Hesperia adopted a traffic impact fee in 1993 and has identified improvements to several arterials, intersections, and local roads throughout the study area to be funded through the sales tax measure, traffic impact fees, federal funds, Redevelopment Agency funds, and assessment bonds.

Identification of Needs

Based upon an assessment of existing circulation conditions within the planning area, the following street and highway needs have been identified:

The need for increased freeway access onto Interstate 15, for purposes of conveying regional traffic in to and out of the community.

The most immediate need for increased freeway access is a project to improve the existing interchange at Main Street to add substantially more capacity.

Two additional freeway interchanges are required between Main Street and Bear Valley Road. The City's land use plan designates substantial areas adjacent to I-15 and SR-395 as commercial and industrial, with the City's goals defining the area as a future economic and employment center serving the Victor Valley region. Due to the regional nature of anticipated uses, it is projected that traffic volumes will warrant two additional interchanges to permit access from the State highway system into this commercial-industrial area.

It should be noted that freeway access requirements within the City have been identified based upon the projected needs for regional access. According to a survey conducted by the Research Network for San Bernardino County in 1988, sixty (60) percent of employed residents in Hesperia work outside of the City. As noted in the Land Use Element, growth pressures within the community appear to be partly due to an increased inflow of homebuyers who work outside the area. The City will address arterial road needs through upgrade and construction of additional routes; Interstate 15 has not been considered as a link in that system for the purposes of developing the City's Circulation Plan.

The need for additional access over Interstate 15.

The freeway corridor within the Oak Hills Community Plan and areas in Hesperia near the I-15 freeway are projected to develop with high intensity commercial and industrial uses. Figure C-1 shows that, presently, the triangle area is accessible to the core area only via Bear Valley Road,

Main Street, and Joshua Street. The existing Bear Valley Road overcrossing is severely impacted.

The need for additional access across the Railroad via grade separations.

As with freeway access, the most immediate need for a railroad grade separation is at Ranchero Road, in order to convey residents from the Mesa area, new subdivision tracts to the south, and Rancho Las Flores to the freeway. A Ranchero railroad crossing will also alleviate congestion on Main Street, presently the only road within the town core area crossing the railroad and providing freeway access. Because of this need, the City initiated an engineering study and identified the preferred grade separation option.

Additional crossings are projected to be needed in the approximate area of the following streets:

- Eucalyptus Road, in order to provide increased east-west access to I-15 and into the industrial/commercial area;
- A Mauna Loa/Mojave/Lemon Street corridor, which will provide a continuous east-west route from I-15 across Lemon Street to Tussing Ranch Road in Apple Valley; and
- Sultana Street, which will provide a crossing approximately midway between Main Street and Ranchero Road to serve the southern portion of the community.

The need for increased capacity at key intersections.

The capacity of a street to accommodate traffic loads at acceptable levels of service is usually a function of its intersection capacities. Traffic normally moves freely along a street until obstructed by stopping and turning movements at intersections. An intersection's capacity may be described as the quality of traffic flow, which is measured by a level of service standard. Levels of Service (LOS) have been defined by the Transportation Research Board of the National Research Council as ranging from LOS A to LOS F, with A being best. At LOS A, traffic moves freely with little slowing and few stops; LOS B occurs where progression is good, but with slightly higher delays than A; LOS C results when progression is fair, some vehicles may pass freely, but most will stop at the intersection; LOS D results in noticeable congestion, with longer delays and more stops; LOS E is considered to be the limit of acceptable delay, with poor progression and traffic stops through multiple light changes. Level of Service F is unacceptable to most drivers, and occurs when the intersection is over-saturated; more vehicles arrive at the intersection than it has capacity to handle, and long cycle lengths result.

The City's traffic consultants calculated the Intersection Capacity Utilization for all major intersections within the planning area. The consultants found that all intersections are presently operating at LOS C or better, except for the following:

- Mariposa at Bear Valley Road (LOS D during afternoon peak hours);
- C Avenue at Main Street (LOS D during afternoon peak hours);

- I Avenue at Bear Valley Road (LOS D during afternoon peak hours)

Based upon planned uses and projected growth in the areas adjacent to 'T' Avenue, 'C' Avenue, Mariposa Road, Main Street and Bear Valley Road, it is clear the City must take measures to increase intersection capacities of these locations as development occurs.

The need to protect traffic carrying capacity of arterial streets.

In addition to intersection capacity, it was found that the roadway capacity of Main Street and Bear Valley Road has been impacted due to excessive turning movements across these streets. These movements result in traffic slowdown, as well as contributing to increased accidents and traffic hazards. Excessive turn movements result from uncontrolled access to arterial streets from driveways and intersections.

There is a need to protect the capacity of all arterial streets within the City as development occurs. Traffic flow can be protected by limiting curb cuts; requiring minimum spacing for driveways and intersections; precluding turning movements mid-block through construction of median islands; requiring adequate width and turning radius for commercial and industrial driveways, to decrease traffic slowing at turns; coordination of traffic signals; and provision of acceleration and deceleration lanes and turn lanes.

In addition, a need has been identified to establish truck routes throughout the community, so as to allow increased vehicular speeds on arterials which do not service industrial areas with heavy truck traffic.

The need to construct or reconstruct roadways to minimum City street standards.

Most of the streets within Hesperia, have not been engineered for purposes of alignment, curve radii, structural sections and drainage control. As a result, streets are unsafe at higher speeds, and are deteriorating rapidly.

Minimum street construction standards are necessary in order to provide adequate sight distance, radius and banking for curves, alignment with intersections and driveways, curbs and gutters for conveying surface runoff, adequate compaction and materials to withstand heavy and long use without deterioration, and protection from undercutting by natural drainage courses. Adequate construction standards also protect the City's investment in its infrastructure by ensuring a long and useful life for road facilities, without costly reconstruction and maintenance.

It should be noted that, on arterial streets requiring construction of median islands, medians will be provided with crossing areas for emergency vehicles.

The need to provide adequate legal and physical access to all parcels in the planning area.

Throughout the desert portions of San Bernardino County, sectional land subdivisions occurred without the requirement for dedicated legal access to each parcel. In some cases, dedications were offered to the County, but roadways were not accepted into the County-maintained system. In other cases, although dedications were taken on a parcel map itself, no provision was made to ensure a continuous dedicated route to a maintained public roadway.

These actions have resulted in the creation of numerous parcels within the City, and sphere areas, which do not have legal or paved access to a public street.

In the future, it will be necessary to ensure that all land subdivisions proposed within the City provide adequate access. To address existing sections of land containing parcels without legal and paved access, it will be necessary for the City to assist landowners in forming assessment districts to fund acquisition of right-of-way and road construction costs.

The need for additional access through Summit Valley

As proposed under the approved Rancho Las Flores Specific Plan, two new routes connecting the core area of Hesperia with State Routes 138 and 173 will be constructed by the project.

Rancho Las Flores Parkway is proposed as a six-lane major arterial, connecting I Avenue with Highway 138. Town Center Loop is proposed as a four-lane arterial roadway, with a six-lane connecting the central commercial area of Rancho Las Flores with an extension of Santa Fe Avenue.

In addition to these road improvements, the Rancho Las Flores Specific Plan was conditioned to mitigate offsite impacts to Ranchero Road and I Avenue. Phasing of all road improvements under the Specific Plan will occur pursuant to an approved financing and facilities plan, which requires that infrastructure to support each phase must be in place prior to occupancy of that phase.

The existing alignment of Summit Valley Road is proposed to be upgraded to an arterial highway (four-lane divided roadway), connecting with Highway 138. Highway 138 has been determined to be a safety project by Caltrans, and realignment design is currently underway.

The need to coordinate circulation planning and road standards with adjacent jurisdictions within the Victor Valley region.

Future planning and construction of streets and highways within Hesperia should be coordinated with the City of Victorville, the Town of Apple Valley, San Bernardino County, and the City of Adelanto. Because the regional road network serves all Victor Valley communities, cooperation will result in the most economically and physically efficient use of available road funds. Other benefits of cooperation include protection of street capacity on shared arterials, such as Bear Valley Road between Victorville and Hesperia, and coordination of timing and improvements to accomplish major public works projects, such as an additional Mojave River crossing.

The need to identify and secure funding sources for street improvements.

A final need for planning of streets and highways within the City is identification and utilization of alternative funding sources available for road construction. These sources include private construction by new development; State Transportation Improvement Program (STIP) funds for State highways; funds generated from Measure I (the half-cent sales tax initiative); various grant programs; gasoline tax money; traffic impact fees, Redevelopment Agency funds, assessment bonds, and City general funds.

II. Road System Policies and Actions

Circulation Policy C.P.1

C.P.1 Systematically improve the public roadway system to meet existing and future demands within the planning area.

Actions:

C.P.1.a Maintain standards for right-of-way width and construction of road improvements which are consistent with, and provide a safe transition to, roads within adjacent jurisdictions.

C.P.1.b Establish standards for access onto arterial streets, limiting unnecessary curb cuts and turning movements by means of medians and driveway spacing requirements or shared driveway access.

C.P.1.c Prohibit parking on all arterials to increase the traffic capacity of these roadways when needed.

C.P.1.d Minimize the number, properly space, and interconnect traffic signals, in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.

C.P.1.e Adopt standards for traffic control device systems that are attractive, simple, Uniform, and visible.

C.P.1.f Require development and implementation of Transportation Management Plans for key industrial and office areas, which are designed to reduce peak hour traffic and vehicle miles of travel.

C.P.1.g Identify and implement improvement programs for major intersections requiring special design treatment to increase their vehicular capacity.

C.P.1.h Develop regulations limiting the routes, speeds, and operating hours of vehicles generating noise nuisances, such as certain types of trucks.

C.P.1.i Adopt standards for commercial/industrial uses to require sufficient off-street parking and to provide for rear delivery and service access, in order to minimize traffic ingress, egress, and parking congestion.

- C.P.1.j Require installation of street paving, curbs, gutters, match-up paving, sidewalks and landscaping where appropriate, on all new development.
- C.P.1.k Where possible, in commercial/industrial developments, provide for parking placement and traffic access in the rear of buildings, or along parallel streets, to minimize traffic congestion on major arterials.
- C.P.1.l Through the building permit and development review process, obtain needed right-of-way as development occurs in accordance with City standards.
- C.P.1.m Restrict residential access to arterial streets where possible, and require dedication of access rights on four lane roads for new residential subdivisions.
- C.P.1.n On existing residential parcels having frontage on two streets, require that driveway access be provided on that street having the least anticipated traffic volume.
- C.P.1.o Provide for improvements at intersections as needed, including traffic control and increased turning movements through acceleration and deceleration lanes and turning lanes.
- C.P.1.p Maintain a clear separation between the arterial and local street systems, in the interest of maintaining traffic flow and preserving the existing and future character of residential neighborhoods.
- C.P.1.q Establish, promote and enforce safe vehicular speeds on all streets.
- C.P.1.r Upgrade non-all-weather roads to all-weather status where practical.
- C.P.1.s Strive to achieve and maintain Level of Service D on all roadways and Level of Service C at all intersections.
- C.P.1.t Provide for park-and-ride facilities adjacent to freeway interchanges, to promote ride-sharing and reduce vehicle trips.
- C.P.1.u Develop and implement a road paving program to bring existing roads up to City standards.
- C.P.1.v Right-of-ways shall be acquired and improved in an incremental manner to meet current and anticipated traffic demands. Where new development is proposed, the requirement and timing of improvements shall be made on a case-by-case basis. Where an increase in traffic volume causes the level of service to fall to unacceptable levels, the City will only construct improvements necessary to restore an acceptable service level. Street improvements shall be planned to be constructed within the existing right-of-way, if possible.

Circulation Policy C.P.2

- C.P.2** Ensure that new development provides for adequate road improvements to serve internal circulation needs, as well as to mitigate impacts of increased traffic on the existing road system.

Actions:

- C.P.2.a** Require that adequate legal and physical access be provided to all new development.
- C.P.2.b** Assess traffic impacts of proposed development on existing road capacities, and require on and off site improvements as needed to mitigate impacts, including impacts to state and local facilities.
- C.P.2.c** Require sufficient off-street parking for all new development, located in such a way as to minimize congestion on and off site.
- C.P.2.d** Require that new development maintain consistency with the adopted Circulation Plan.
- C.P.2.e** Along Main Street and Bear Valley Road, ensure that any new development, including remodeling or rebuilding to significantly increase the level of use, provides for adequate dedication, ingress, egress, and parking facilities.
- C.P.2.f** Maintain standards for access placement and driveway width on new development which will protect vehicular capacity of adjacent public streets.

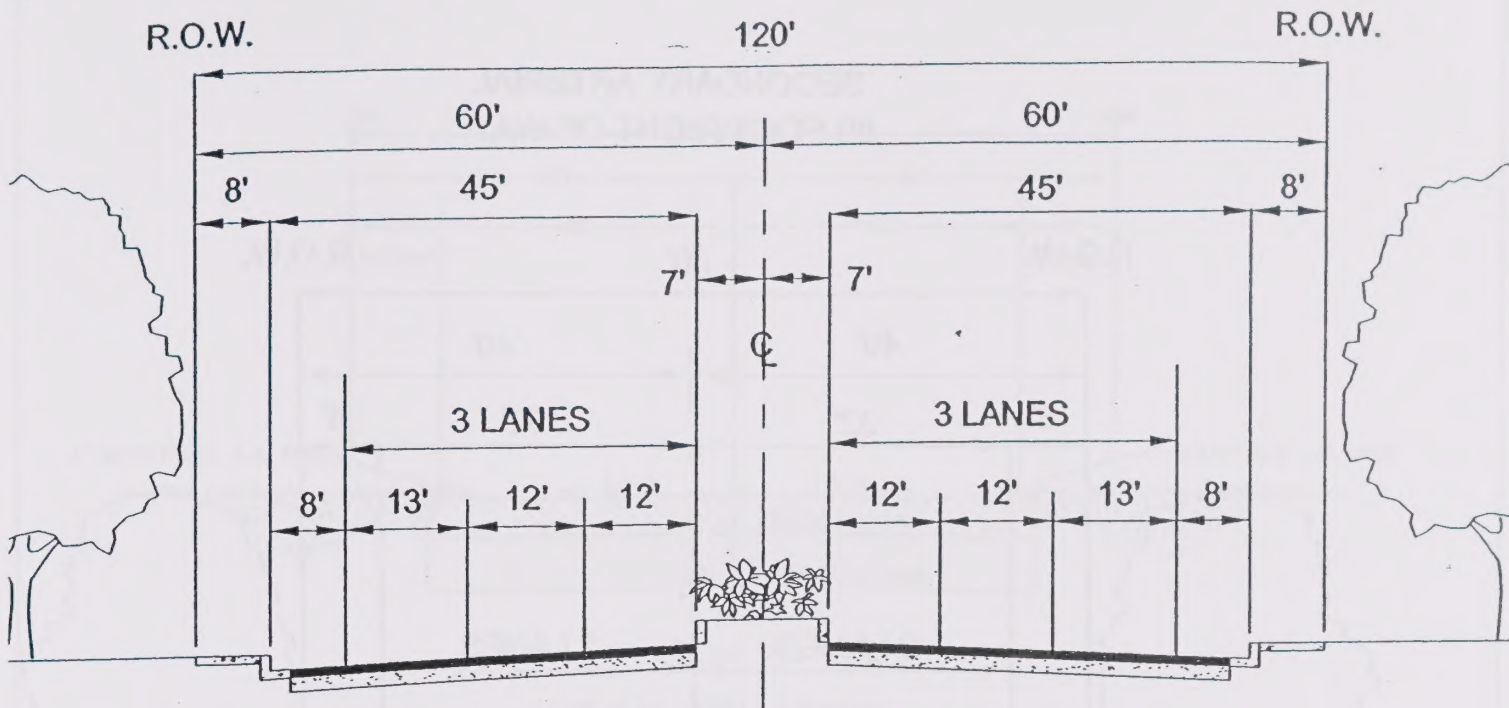
Circulation Policy C.P.3

- C.P.3** Adopt a comprehensive Circulation Plan which makes efficient use of the existing road network, improves circulation patterns in congested areas, provides increased access to areas presently lacking road infrastructure, provides consistency with plans for adjacent areas and federal and state highways, and minimizes impacts to residential neighborhoods.

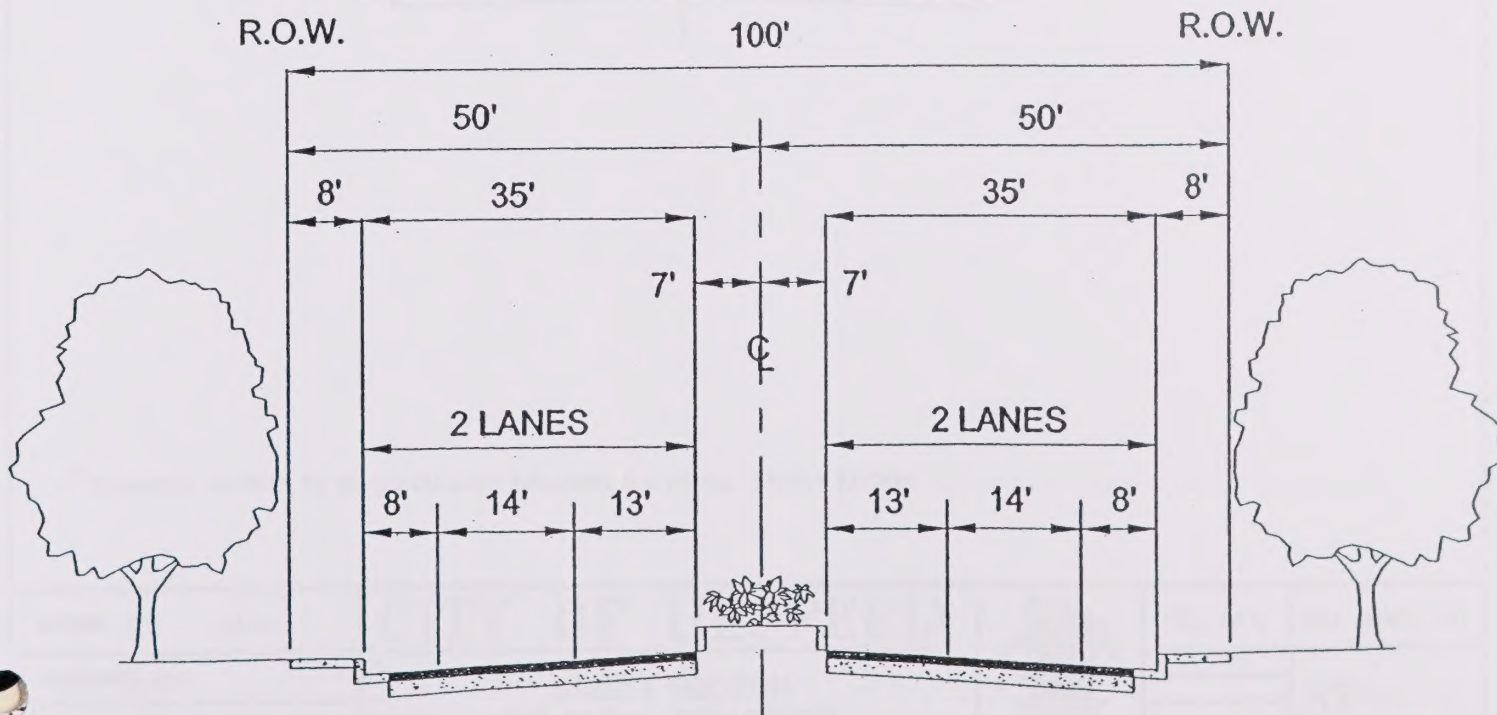
Actions:

- C.P.3.a** Maintain road standards which will provide adequate right-of-way for anticipated use and which are compatible with adjacent jurisdictions. City road standards shall be as shown on Figure C-2 and C-3.

MAJOR ARTERIAL
120 FOOT RIGHT-OF-WAY



ARTERIAL
100 FOOT RIGHT-OF-WAY

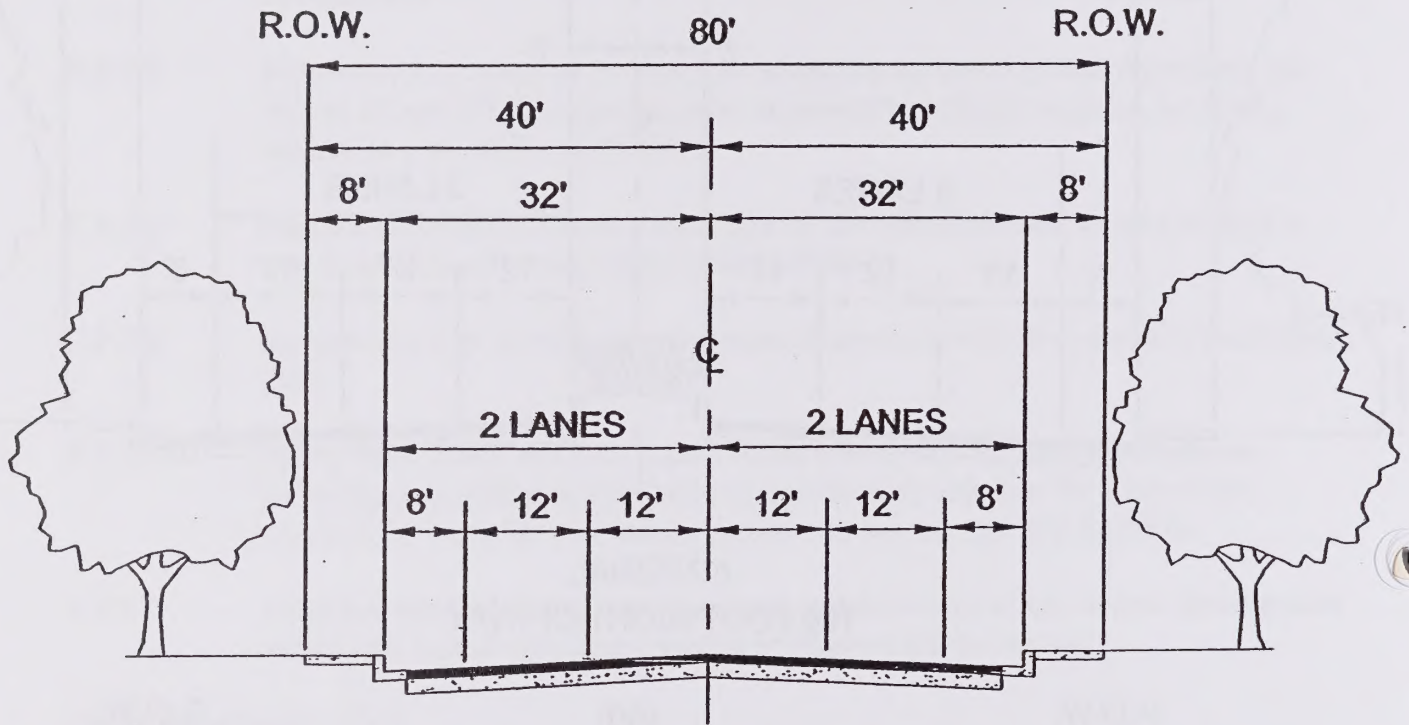


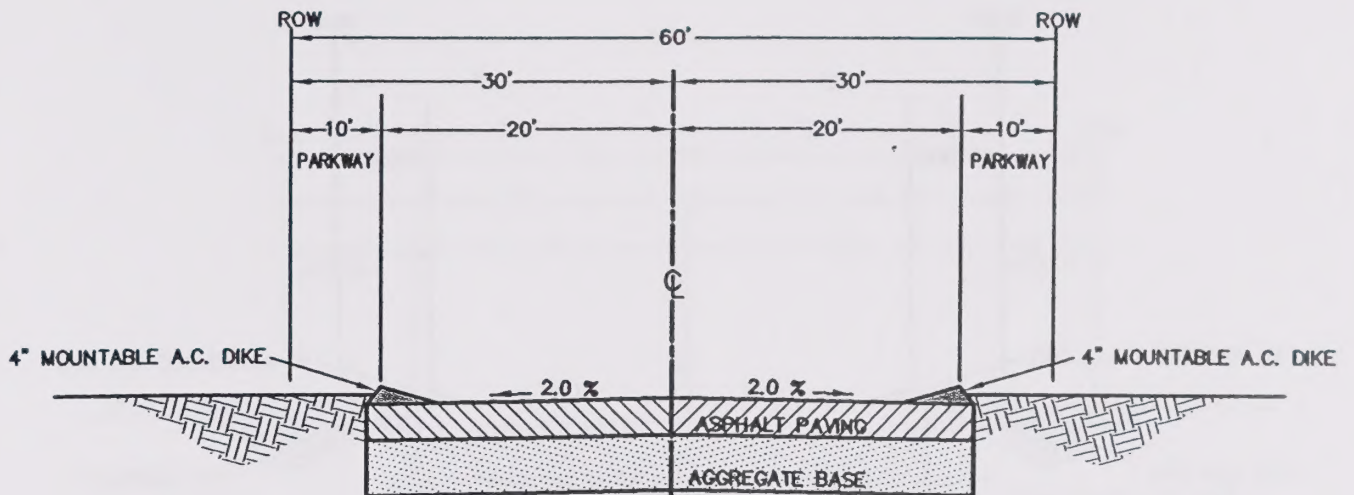
C-15

*RAISED CENTER MEDIAN REQUIRED
UNLESS WAIVED BY CITY ENGINEER

Figure C-3
Adopted Road Standards

SECONDARY ARTERIAL
80 FOOT RIGHT-OF-WAY



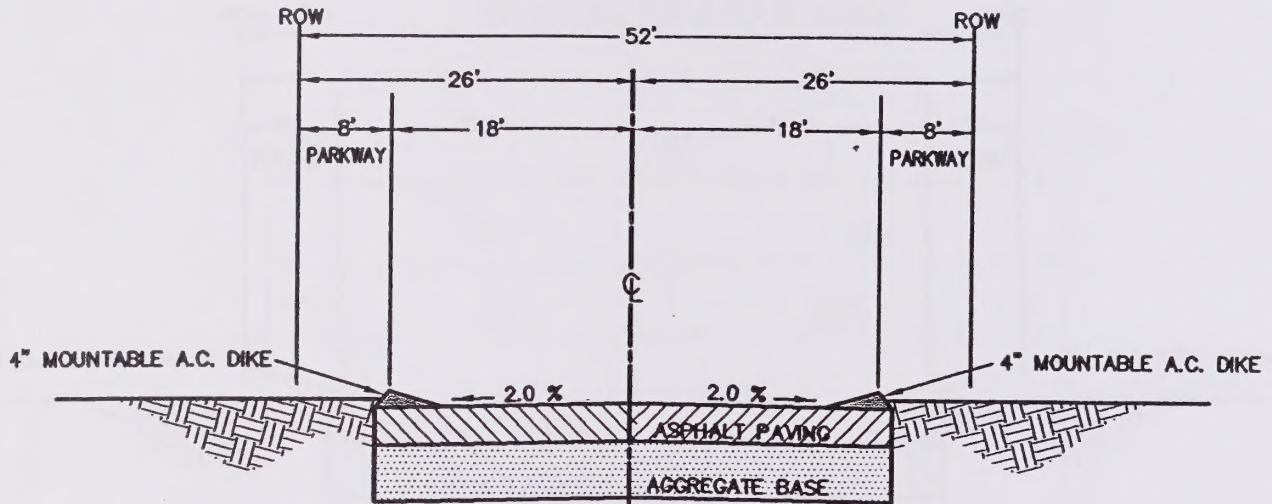


$$Tl = 8^*$$

RURAL COLLECTOR
60' RIGHT-OF-WAY

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: E.L.G.	CITY OF HESPERIA		REV. DATE	STD. DRWG. NO.
APPROVED BY:				ST-
DATE: 01-09-03				
STREET SECTION 60' RURAL COLLECTOR				

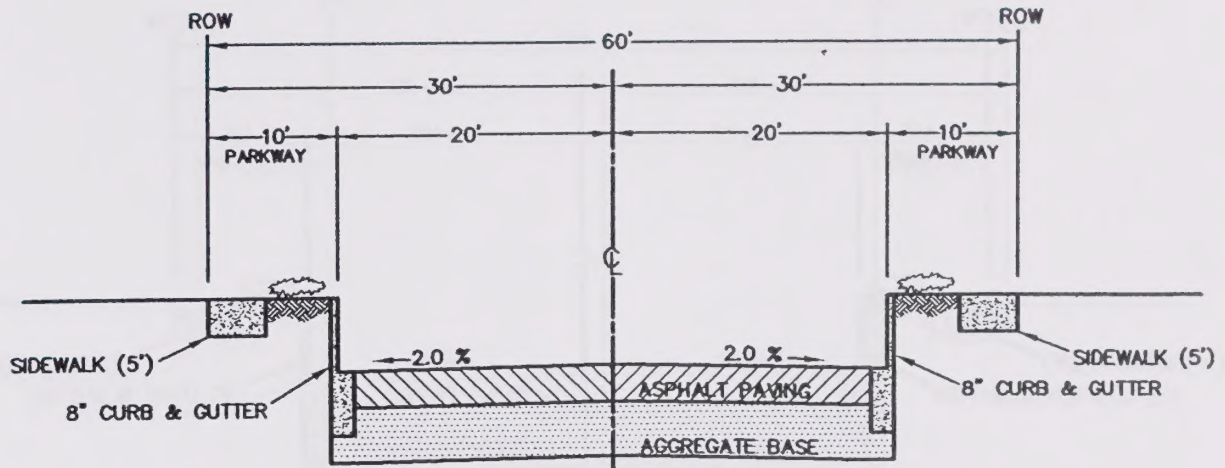


$$TI = 6^*$$

RURAL LOCAL
52' RIGHT-OF-WAY

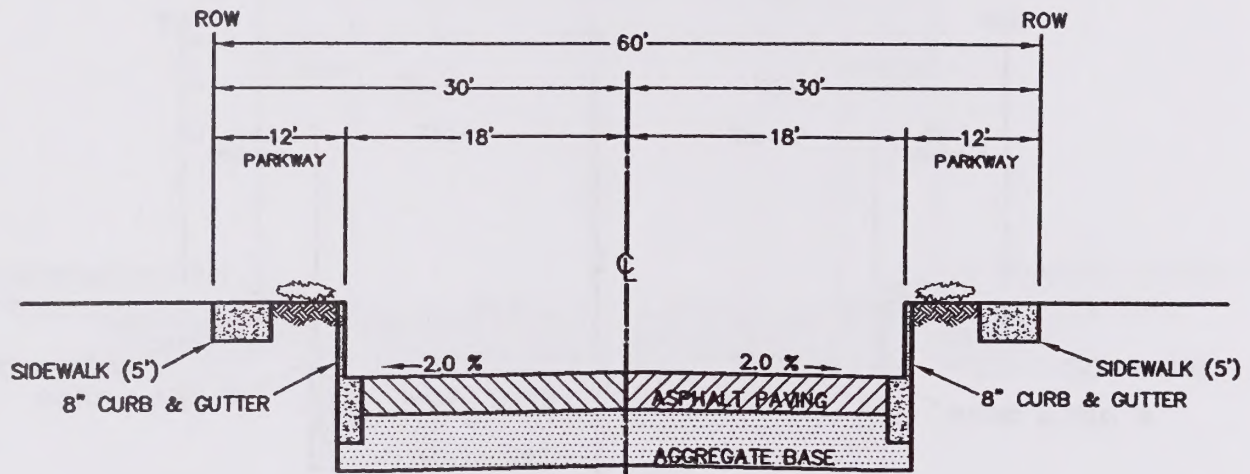
* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: E.L.G.	CITY OF HESPERIA		REV. DATE	STD. DRWG. NO
APPROVED BY:				
DATE: 01-09-03				
STREET SECTION 52' RURAL LOCAL				ST- 



TI = (Per City Engineer)
 SUBURBAN MAJOR COLLECTOR
 60' RIGHT-OF-WAY

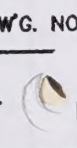
DRAWN BY: E.L.G.	CITY OF HESPERIA SUBURBAN MAJOR COLLECTOR 60' LOCAL R/W		REV. DATE	STD. DRWG. NO.
APPROVED BY:				ST-
DATE: 01-13-03				

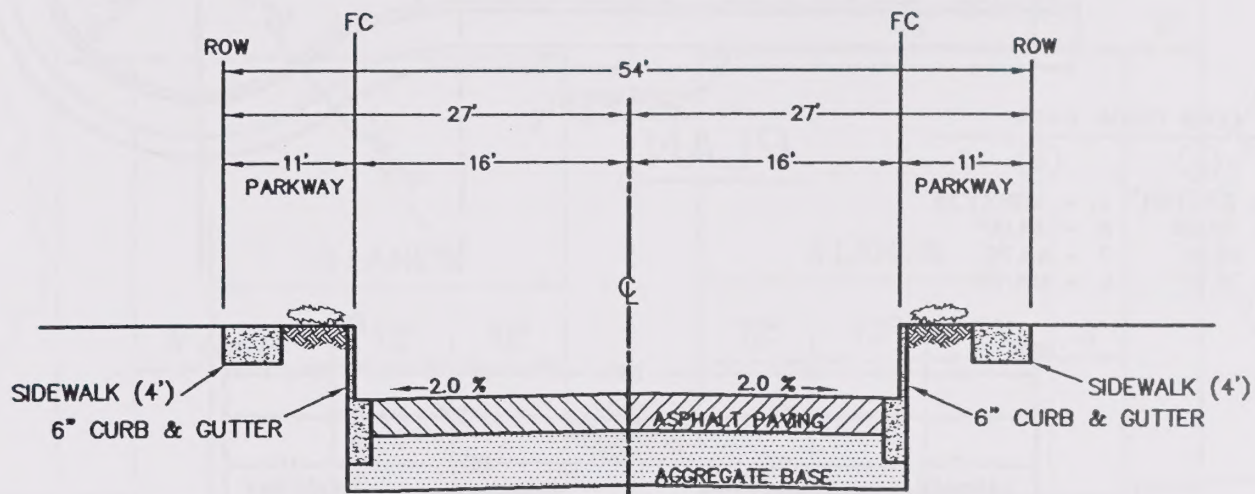


$$\pi = 8^*$$

SUBURBAN COLLECTOR
60' RIGHT-OF-WAY

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

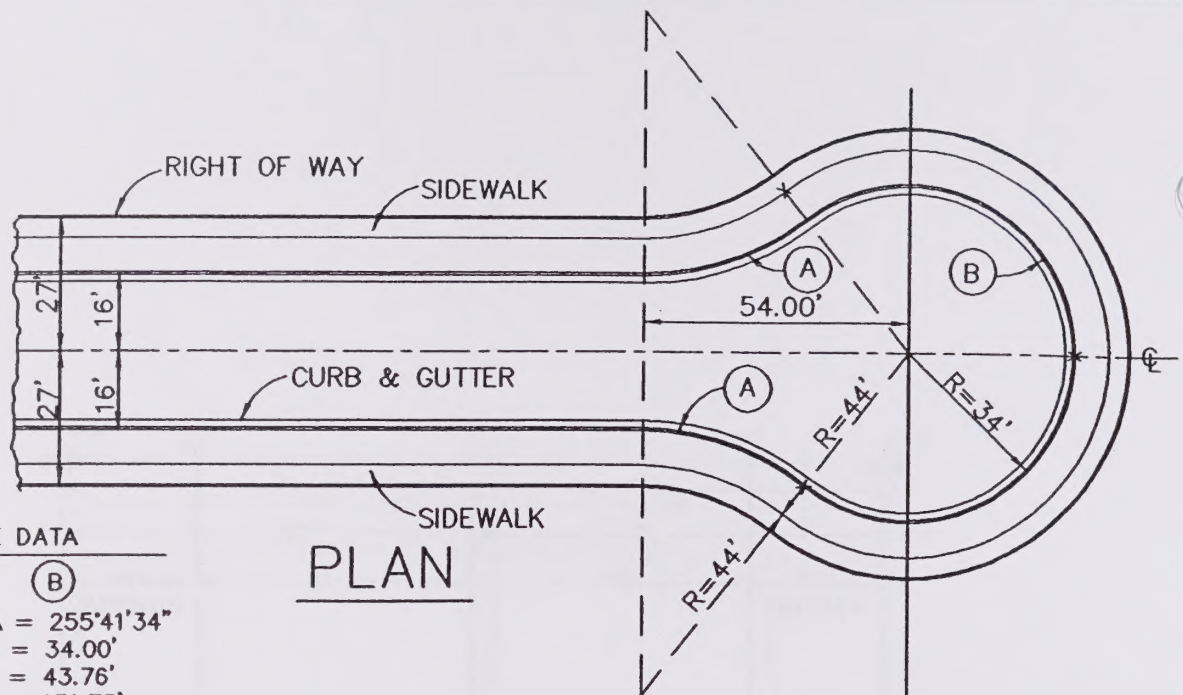
DRAWN BY: E.L.G.	CITY OF HESPERIA		REV. DATE	STD. DRWG. NO.
APPROVED BY:				
DATE: 01-13-03				ST- 
SUBURBAN COLLECTOR 60' LOCAL R/W				



$Tl = 6^*$
 SUBURBAN LOCAL
 54' RIGHT-OF-WAY

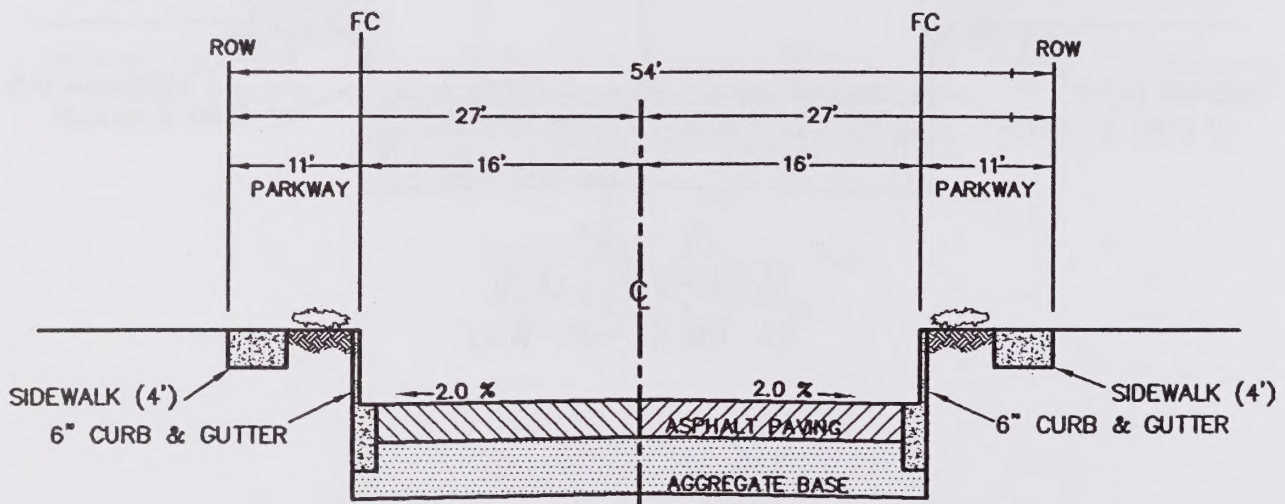
* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: E.L.G.	CITY OF HESPERIA		REV. DATE	STD. DRW'G. NO.
APPROVED BY:				ST-
DATE: 01-13-03				



CURB CURVE DATA

(A)	(B)
$\Delta = 37^{\circ}51'04''$	$\Delta = 255^{\circ}41'34''$
$R = 54.00'$	$R = 34.00'$
$T = 18.52'$	$T = 43.76'$
$L = 35.67'$	$L = 151.73'$



TYPICAL SECTION

NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOIL TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
3. 0.6% GRADE MINIMUM ON GUTTER OF BULB.
4. TILT SECTION SHALL CONFORM TO LOCAL STREET STANDARD NO. 104.
5. RESIDENTIAL SIDEWALK TO BE 4' WIDE.
6. X INDICATES POSITION OF SURVEY REFERENCE POINT (#10 ROUND HEAD BRASS SCREW, MINIMUM LENGTH 1.25") SET FLUSH WITH TOP OF CURB DURING CONSTRUCTION.

DRAWN BY: E.L.G.

APPROVED BY:

DATE: 01-13-03

CITY OF HESPERIA

SUBURBAN
CUL-DE-SAC
54' LOCAL R/W

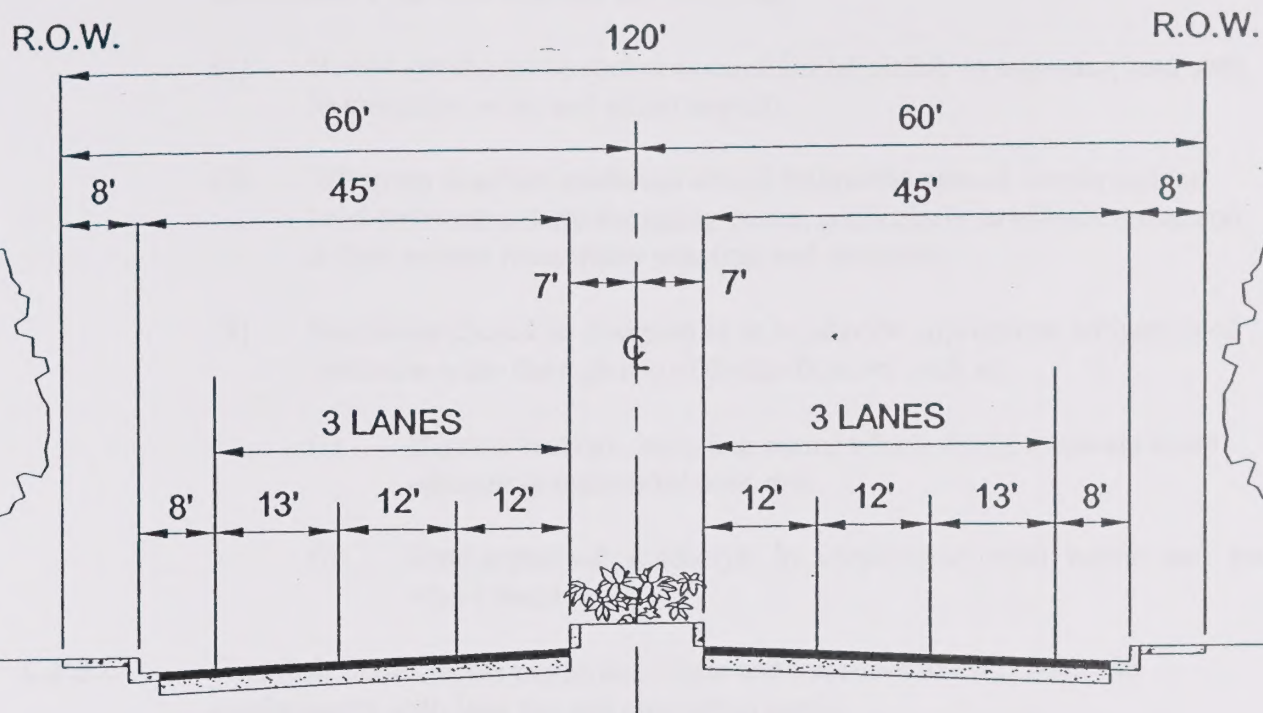


REV. DATE

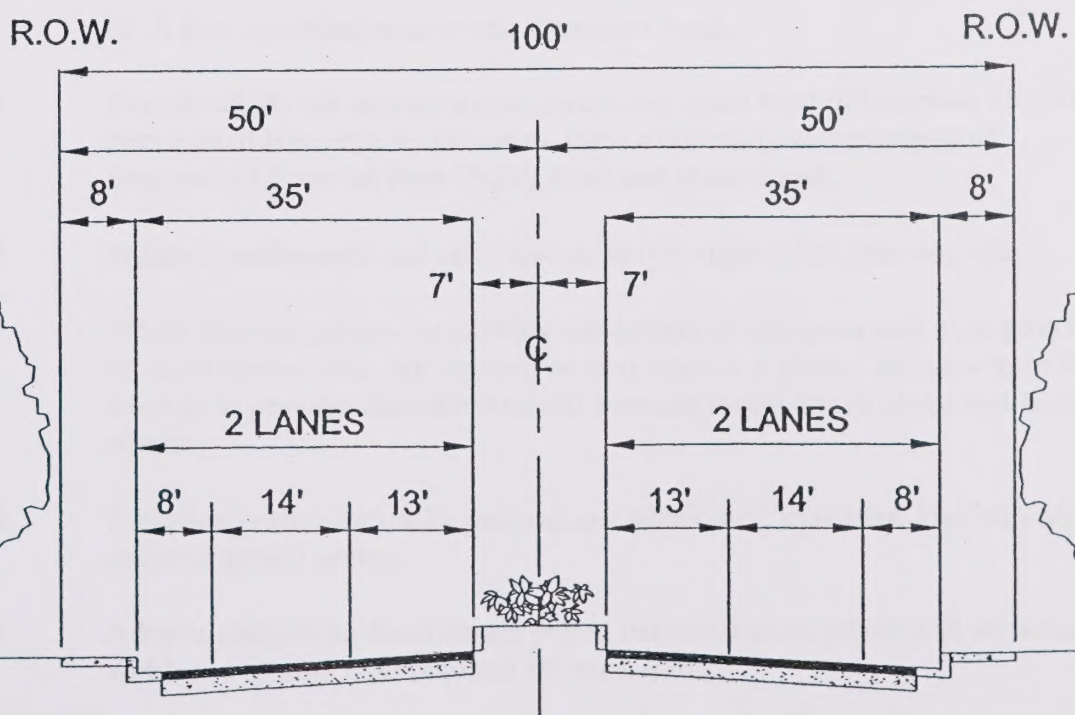
STD. DRWG. NO

ST-

MAJOR ARTERIAL 120 FOOT RIGHT-OF-WAY



ARTERIAL 100 FOOT RIGHT-OF-WAY



WATER RESOURCES
INVENTORY

DATE: 10/15/2010

WATER RESOURCES		WATER RESOURCES	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

WATER RESOURCES
INVENTORY

DATE: 10/15/2010

WATER RESOURCES		WATER RESOURCES	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
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33	34	35	36
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49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

- C.P.3.b Adopt a planned network including freeways, major arterials, arterials, and secondary arterials, as shown on the General Plan Circulation Map; the Circulation Plan shall consider the following:
- (1) Roadways should be routed in careful relationship to adjoining land uses, to minimize noise and visual impacts.
 - (2) Wherever feasible, roadways should follow the natural terrain and the least environmentally damaging routes, particularly in hillside areas, and follow section lines where practical and desirable.
 - (3) Roadways should be designed so as to provide appropriate mitigation of vehicular noise through use of design features such as:
 - (i) Physical barriers, including berms which would attenuate noise adjacent to residential uses, and
 - (ii) Semi-depressed roadways, in conjunction with berms and walls, where feasible.
- C.P.3.c Establish future access points onto State and Interstate freeway routes in conformance with land use and circulation needs.
- C.P.3.d Plan for additional interchanges on Interstate 15, as follows:
- (1) Two new interchanges located between Main Street and Bear Valley Road;
 - (2) A new interchange at or near Ranchero Road.
- C.P.3.e Provide additional arterial access connecting areas west of Interstate 15 with the core area of Hesperia, by means of three additional over-crossings of Interstate 15 between Bear Valley Road and Main Street.
- C.P.3.f Enhance north-south and east-west access throughout the planning area.
- C.P.3.g Where feasible, utilize the existing alignments of Mariposa and Amargosa Roads for local road access, and develop arterial roads at a greater distance from the freeway to provide adequate intervals between intersections along east-west streets.
- C.P.3.h Periodically monitor traffic patterns and adjust the Circulation Plan accordingly, as development occurs.
- C.P.3.i Adopt standards for local streets within industrial areas which will accommodate width and turning radii required for truck traffic.

C.P.3.j Adopt precise plans of street alignment for streets shown as arterials on the Circulation Plan.

C.P.3.k Adopt a policy regarding the acquisition of property that will be adversely affected by arterial highway widening.

Circulation Policy C.P.4

C.P.4 Maximize the use of available Federal, State, and County funds in the implementation of the adopted Circulation Plan through interagency coordination.

Actions:

C.P.4.a Coordinate road system improvements with other Victor Valley jurisdictions, in order to maximize benefit of the County sales tax funds through effective regional arterial improvements.

C.P.4.b Coordinate financial plans for transportation system improvements with other agencies in the region and county.

C.P.4.c Secure public support for the development of a balanced circulation system, through a well organized public relations program.

Circulation Policy C.P.5

C.P.5 Assure efficient use of road improvement funds through cooperation with other agencies and jurisdictions.

Actions:

C.P.5.a Coordinate street improvement plans with planning for construction of public utilities, in order to minimize negative impacts on public roadways within the City.

C.P.5.b Cooperate to the fullest extent possible with state, county, and local governments for planning and implementing the Circulation Element, and coordinating efforts to assure orderly development in areas adjacent to the City of Hesperia.

C.P.5.c Actively lobby with appropriate State commissions, committees, and legislators for funding to upgrade Interstate 15, including existing and proposed interchanges.

Circulation Policy C.P.6

- C.P. 6** To the maximum extent possible, reduce trip generation through development and implementation of Transportation Demand Management programs.

Actions:

- C.P.6.a** Maintain modified work schedule options for City employees and contracted activities.
- C.P.6.c** Adopt ordinances as needed to implement the provisions of the Air Pollution Control District Air Quality Attainment Plan for the Mojave Desert Air Basin, addressing parking management, merchant incentives and auto use restrictions.

III. Street and Highway Implementation Measures

Circulation policies for streets and highways will be implemented through the following measures:

- C.I.1 Adopt and implement standards for street sections and construction.
- C.I.2 Formulation and adoption of a City Development Code containing standards for access and circulation.
- C.I.3 Review of all proposed development by staff, the Development Review Committee, Planning Commission and City Council as needed, to ensure compliance with City standards for right-of-way, access, roadway construction, street lighting and traffic control.
- C.I.4 Requiring each development to construct improvements or provide a fair share contribution towards backbone improvements which are shown by traffic analysis to be attributable to that development.
- C.I.5 Permitting and inspection by the City of all work performed within the public right-of-way.
- C.I.6 Development and implementation of a twenty-year Master Plan and five-year revolving Capital Improvements Program for streets and highways.
- C.I.7 Development and maintenance of a City-wide infrastructure inventory, including streets and highways.
- C.I.8 City participation to coordinate implementation of Measure I (sales tax road financing program).
- C.I.9 City participation in San Bernardino Associated Governments, to coordinate City transportation planning efforts with other local, County and State planning programs.
- C.I.10 City cooperation with adjacent cities to coordinate road improvement programs.
- C.I.11 Preparation of Project Study Reports for proposed interchanges and upgrades to existing interchanges, and close cooperation with Caltrans regarding planning efforts along Interstate 15.

- C.I.12 Preparation or participation in alignment studies for new arterials contained in the Circulation Plan.
- C.I.13 Coordination with Burlington-Northern Santa Fe Railroad and the Public Utilities Commission to facilitate additional crossings of the railroad tracks.
- C.I.14 Coordination with State Department of Water Resources to facilitate additional overcrossings of the California Aqueduct.
- C.I.15 Notification of adjacent jurisdictions for any development proposals adjacent to or affecting their street system.
- C.I.16 Provisions of public road maintenance within the City to maintain, protect and enhance the City's street system.
- C.I.17 Coordination of work in the public right-of-way with utility companies, to minimize retrofitting and street reconstruction.
- C.I.18 Formation of assessment districts to fund right-of-way acquisition and road construction, in areas containing parcels without legal or physical access.
- C.I.19 Maintenance of a computerized traffic model of the City and sphere areas, in order to test adequacy of the Circulation Plan as development occurs.

Chapter 2. Air and Rail Transportation

This Chapter of the Circulation Element addresses transportation facilities and planning needs related to air and railroad uses. The Chapter discusses existing conditions within the community, and policies, actions and implementation programs to meet anticipated needs for these facilities.

I. Background and Planning Issues

Airports

Aviation facilities which may impact planning for Hesperia include the Hesperia Airport, Apple Valley Airport, and Southern California Logistics Airport.

Hesperia Airport is a small private airport located off of Summit Valley Road, south of Ranchero Road. This facility provides general aviation services to small aircraft. It is located on approximately 26 acres, and consists of one 3,950 foot paved runway, three private hangars, one maintenance hangar, an air lodge, and a restaurant. The airport is privately owned, but is used by the public and for emergency services such as air ambulance, California Highway Patrol, and fire control aircraft. The airport is regulated by the Federal Aviation Administration. In 1989, 55 aircraft were based at the airport, while 12 are based there today. The airport location and configuration precludes extension of the runway.

The Comprehensive Airport Land Use Plan was adopted by the County Airport Land Use Commission on March 27, 1991. Recommendations specified in the Plan pertaining to land use, noise impacts, and safety issues have been incorporated into the General Plan under the appropriate elements, the adopted Comprehensive Land Use Plan has been included in the General Plan text.

Apple Valley Airport is located in Apple Valley off of Highway 18 and Corwin Road. This airport is a regional facility, owned and managed by the County of San Bernardino. Apple Valley Airport serves a wide variety of general aviation aircraft, ranging from small planes and helicopters to Lear-jet sized aircraft. The facility is located on 778 acres, and provides 6,500 feet of paved runway, and a 4,100' x 60' wide, cross-wind runway.

The airport also includes two maintenance hangars, one of which is owned by the County, however, is used only for aircraft storage. Mid-Field Aviation owns the other maintenance hangar, as well as 50 aircraft hangars that it leases to private owners. Over 200 aircraft are based at the airport, which handles approximately 43,000 take-offs and landings per year. Mid-Field Aviation and Flightline Aviation Academy both provide flight schools, as well as charter and rental services, to aviation users. The airport also features Apple Valley Sky Diving School and the Wing's Café.

Southern California Logistics Airport is located in the northwestern portion of the City of Victorville. The City of Victorville adopted a specific plan for the airport that encompasses approximately 10 ½ square miles of land. This area includes the deactivated George Air Force Base that was annexed to the City in 1992.

This land use plan incorporates 470 acres of residential, 1,535 acres of industrial uses, and 1,155 acres of commercial uses surrounding the 2,190 acres of airport and support facilities. The intent of the plan is to provide for the development of a commercial airport that accommodates aviation and related facilities, as well as compatible industrial, commercial, and residential uses.

Railroads

There are two railroad companies with routes transecting the planning area. The Burlington-Northern Santa Fe (BNSF) Railroad tracks enter Hesperia's sphere of influence in Summit Valley through Cajon Pass, traveling northeast through the center of town, parallel to Hesperia Road, and exiting Hesperia at the northern city boundary. This route is a portion of the San Bernardino-Barstow route for BNSF, and serves both passenger and freight trains. The route is traveled daily, seven days per week. The BNSF Railroad also has a cooperative lease agreement with the Union Pacific Railroad company to use the tracks from Riverside to Daggett. Altogether, the BNSF Railroad presently accommodates between 80 and 100 trains per day through Hesperia.

Land uses adjacent to the BNSF tracks within Summit Valley are predominantly vacant. From the City's southern boundary to Main Street, the tracks run through residential districts. From Main Street to the northern city boundaries, the tracks are bordered by industrial and manufacturing uses on the east, and residential uses on the west. BNSF officials reported that a significant number of complaints have been received from residents in Hesperia regarding noise and whistles. The BNSF Railroad Company suggested that a setback of 100 to 200 feet for residential uses should be considered to mitigate noise concerns.

The Union Pacific Railroad tracks enter Hesperia's sphere of influence in Summit Valley through Cajon Pass, parallel to the BNSF Railroad tracks. The Union Pacific tracks travel northwest across Oak Hills, exiting Hesperia at the western sphere of influence boundary, towards Palmdale. This route, called the Colton Cut-Off, connects West Colton to Palmdale, through the southwest portion of Hesperia's sphere. The route is entirely utilized by freight trains, with no passenger trains except for emergencies requested by the BNSF Railroad Company. The Colton Cut-Off route averages ten trains (five northbound and five southbound) per day, with no set schedule.

Land uses adjacent to the Union Pacific Railroad tracks are predominantly vacant, and planned for low density residential uses.

A branch line to Lucerne Valley runs from the BNSF Railroad tracks eastbound, exiting Hesperia's eastern city boundary and entering Apple Valley. The spur route averages three trains per week.

Planning issues to be addressed with respect to the railroads include additional grade separations needed, noise impacts, and maximum utilization of the railroad by industrial land uses. The General Plan Noise Element will address noise impacts and recommended mitigations, and the Land Use Plan has recognized existing industrial uses adjacent to the BNSF Railroad. The Circulation Map has also addressed east-west grade separations of the BNSF tracks, in order to provide additional arterial routes through Hesperia.

II. Air and Rail Policies and Actions

Circulation Policy C.P.7

C.P.7 Maximize efficient utilization of rail and air transport within the community, through coordination of land use and circulation with plans for rail and airport facilities.

Actions:

C.P.7.a Minimize conflicts between vehicular traffic and railway operations through the circulation, planning and the development review process.

C.P.7.b Protect Hesperia Airport from encroachment by incompatible uses, by establishing appropriate land use designations adjacent to the airport and flight approach areas and adopting a Comprehensive Airport Land Use Plan.

C.P.7.c Maintain Hesperia Airport as a small, general aviation facility, in order to minimize impacts on adjacent residential areas.

C.P.7.d Cooperate with other jurisdictions to facilitate establishment of a regional airport within the Victor Valley.

III. Air and Rail Implementation Measures

- C.I.21 City participation in development and implementation of the Victor Valley Economic Development Authority program for Southern California Logistics Airport.
- C.I.22 Coordination of circulation planning with affected railroad companies.
- C.I.23 Adoption of land use and circulation plans which ensure protection of existing air and rail facilities.
- C.I.24 Preparation and adoption of the Noise Element to address noise impacts from rail and air operations.

Chapter 3. Pedestrian, Public Transportation and Trail Systems

An important aspect of city transportation planning involves provision of adequate pedestrian facilities, public transportation facilities, and recreational trails. Because Hesperia is evolving from a rural to an urban community, most of the existing street network does not provide for pedestrian sidewalks. In addition, a community goal has been established to create and preserve recreational trails for use by equestrian, bicycle, and hiking uses. This Chapter of the Circulation Element addresses policies and actions for implementing adequate pedestrian, public transit, and trail circulation throughout the community.

I. Background and Planning Issues

Public Transit

The Victor Valley Transit Authority (VVTA) provides public transportation services to Hesperia, as well as Victorville, Apple Valley, Adelanto and surrounding unincorporated areas.

VVTA operates a fixed-route service within the City. There are two routes that offer stops at approximately 156 bus shelters and bus stop signs located throughout the City. Transit busses operate between the hours of 6:00 a.m. to 7:00 p.m., Monday through Saturday. Each route is completed in approximately one hour and offer connection to Apple Valley and Victorville routes. The regular fare for fixed routes is \$1.00 and is .50¢ for senior citizens and disabled persons. Transfers are .15 ¢ for regular fare and .05¢ for senior citizens and disabled persons.

Direct access transit services are available to the disabled who are Direct Access certified riders. Reservations may be made from 14 days to 24 hours in advance and may be placed between 8:00 a.m. and 5:00 p.m., seven days a week.

Monthly passes are also available. Regular passengers pay \$40.00, students pay \$30.00 and senior/disabled passengers pay \$20.00. Passes are available at City Hall.

VVTA provides the only transit service for Hesperia residents, as there are no bus depots or train stations within the City. The VVTA system is co-sponsored by the cities of Hesperia, Adelanto, Victorville, Apple Valley, and the County of San Bernardino. Funding for these services is subsidized by SB 325, which targets 1/4 of each cent of sales tax for transportation needs. Monies collected are given to the San Bernardino Association of Governments (SANBAG) for distribution to co-sponsors. Apportionment is determined by population; any remaining funds are used for road maintenance. Any additional expenditures are borne by the City.

Pedestrian Accessways

Existing city sidewalks are primarily located along both sides of Main Street between T Avenue and Eleventh Avenue. Short lengths of sidewalk are interspersed along Bear Valley Road, T Avenue, Hesperia Road, and Maple Avenue where recent development has occurred. In addition, sidewalks have been constructed along the frontages of all schools within the City.

The City is currently conditioning all subdivisions, multiple family projects, industrial and commercial projects to install sidewalks.

The width of required sidewalks is determined by the size of the roadway fronting the sidewalk. Six-foot sidewalks are required along major arterial, arterial and major collector roadways, with five-foot sidewalks required along collector and local roadways.

Existing Trails

Existing recreational trails currently being utilized, but not yet dedicated, exist within the town core both north and south of Main Street, along utility easements, natural drainage courses, and local streets throughout the City. A few trails extending north of Main Street include one along the east side of the BNSF Railroad from Ranchero Road to Mauna Loa Street, and along the Mojave River along the eastern boundary of the City. Three of the trails extend into the Summit Valley area.

Staging areas are proposed at Mariposa Road and Cedar Street; in the Summit Valley sphere at Las Flores Road and the Southern California Gas Pipeline; and at the base of the Army Corps of Engineer's Dam at Deep Creek.

The Hesperia Recreation and Park District is in the process of obtaining a maintained trail along a Southern California Edison easement beginning at Santa Fe Avenue East, just south of Ranchero Road and extending northeast to the Mojave River, approximately one mile north of Hesperia Lakes. Maintenance of this trail, is funded by the District's general fund.

As specified in the Open Space Element, the City Council has tasked the Community Enhancement Committee to coordinate trail planning efforts throughout the City, in conjunction with land use and circulation planning.

II. Pedestrian, Public Transportation, and Trail Systems Policies and Actions

Circulation Policy C.P.8

C.P.8 Implement a circulation network that is sensitive and responsive to the needs of all residents within the community.

Actions

C.P.8.a Provide for safe and efficient pedestrian walkways, by requiring sidewalks to be provided with all new development in the following locations:

- (1) Residential subdivisions having lots of one-half acre or less.
- (2) Within one mile of all schools, parks, and similar public facilities;
- (3) All commercial development;
- (4) Industrial development (at least one side of roadway);
- (5) Any other location as deemed appropriate through the development review process.

C.P.8.b Provide for the full use of the pedestrian circulation system by handicapped residents, through the following requirements:

- (1) Curb cuts at intersections for wheelchair access;
- (2) Ramps to sidewalks for wheelchair access;
- 3) Wheelchair access at parks, through use of paved trails.

C.P.8.c Provide transit facilities for elderly and handicapped residents.

C.P.8.d Work with the Victor Valley Transit Authority (VVTA) to maintain a public transit system for trips within the City and adjacent areas, as follows:

- (1) Bus routes should provide a feasible alternative to the automobile and encourage use of the public transit system.

- (2) Bus service should be provided to serve existing development, in order to maximize patronage.
- (3) Future residential, commercial and industrial development should be planned to enable effective use of public transit.
- (4) Pedestrian access from the interior of new residential areas to public transit stops should be direct and convenient.
- (5) Design of new residential subdivisions should incorporate bus turnouts where appropriate.

C.P.8.e Encourage ride sharing, through establishment of park and ride facilities.

C.P.8.f Designate safe school bus pick-up points.

Circulation Policy C.P.9

C.P.9 Where feasible, create opportunities for horseback riding, hiking, jogging, running, walking and bicycling, through establishment of interconnected trail systems throughout the community.

Actions:

C.P.9.a Provide an interconnected system of riding, bicycling and hiking trails which have safe access to parks, recreational facilities, scenic areas, residential and commercial areas, which are aesthetically pleasing, and which help to create a rural atmosphere by integrating natural open space with urbanized areas. The town core area and future mixed-use developments should contain an internal system of trails linking schools, shopping centers, and other public facilities with residences.

C.P.9.b Separate pedestrians, horses, cyclists and vehicles wherever possible, in order to promote safety and efficiency.

C.P.9.c Require that shopping areas be designed for pedestrian access.

C.P.9.d Require establishment and maintenance of equestrian trails within the Equestrian Overlay District, as provided for in the Land Use and Open Space Elements.

C.P.9.e Establish a master trail system, which provides for:

- (1) Regional, multi-purpose trails which connect to regional recreation areas, residential, commercial and industrial areas; all segments of the regional trail system shall be available for use by equestrian, pedestrian, and bicycle users.
- (2) Community trails, which connect residential areas, local activity centers, and the regional trail system.
- (C) Local feeder trails, which connect individual residential lots to the community and regional trail system.

C.P.9.f Cooperate with San Bernardino County Flood Control District and Southern California Edison Company to promote utilization of easements for the trail system.

C.P.9.g Ensure that all new development is consistent with the Master Plan of Trails and adopted trail design standards.

C.P.9.h In developing and evaluating future trail systems, the following criteria shall be used:

- (1) Trails shall be located in appropriate areas identified as permanent open space, scenic highway corridors, agricultural edges, public utility rights of way or easements, flood control channels, and areas designated for rural and estate residential densities.
- (2) Trail systems and support facilities should minimize potential impacts on existing or planned urban development.
- (3) Trail systems should not create unsafe situations for users or City residents.
- (4) At the time of precise alignment studies, and in conjunction with the required environmental assessments, trail proposals shall be reviewed to determine the likelihood of potential impacts upon existing or planned where appropriate and feasible.
- (5) Motorized vehicles and cycles shall be permitted only on trails specifically designated for off-road vehicle use.
- (6) Location of equestrian boarding centers with easy access to the trail system will be encouraged.

- (7) Trail support facilities, such as rest stops, stalls, and boarding centers, shall be located away from higher density urban areas.
- (8) Regulatory documents shall be developed to require developer dedication and improvement of trail alignments.

- C.P.9.i Non-residential development should consider use of amenities for equestrian, pedestrian and bicycling activities, such as hitching posts, benches, rest areas, drinking fountains, and bike stands.
- C.P.9.j Wherever possible along community trails, street trees and landscaping should be included into the design adjoining the trails; the tree types should conform to street tree standards and be of a low maintenance, drought tolerant variety, as specified in Hesperia Recreation and Park District standards.
- C.P.9.k Where feasible, new residential lots in the equestrian area shall have access to local feeder trails.
- C.P.9.l Require adequate traffic control devices at trail crossings.

III. Pedestrian, Transit and Rail Trail Implementation Measures

- C.I.25 Task the Community Enhancement Committee with the following advisory functions:
- (1) Plan and designate a system of local recreational trails within the City and sphere areas; and
 - (2) Develop and recommend standards for recreational trails, for equestrian, bicycle and pedestrian use, to be adopted by the City Council.
- C.I.26 Through the development review process by staff, the Development Review Committee, the Planning Commission and City Council, as needed, ensure that new development provides for adequate pedestrian access, recreational trails, school bus access, and public transportation facilities as appropriate.
- C.I.27 Revise the City's Development Code, with standards and guidelines for recreational trail circulation and access.

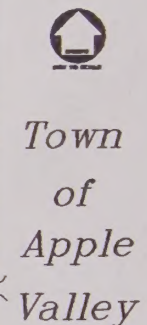
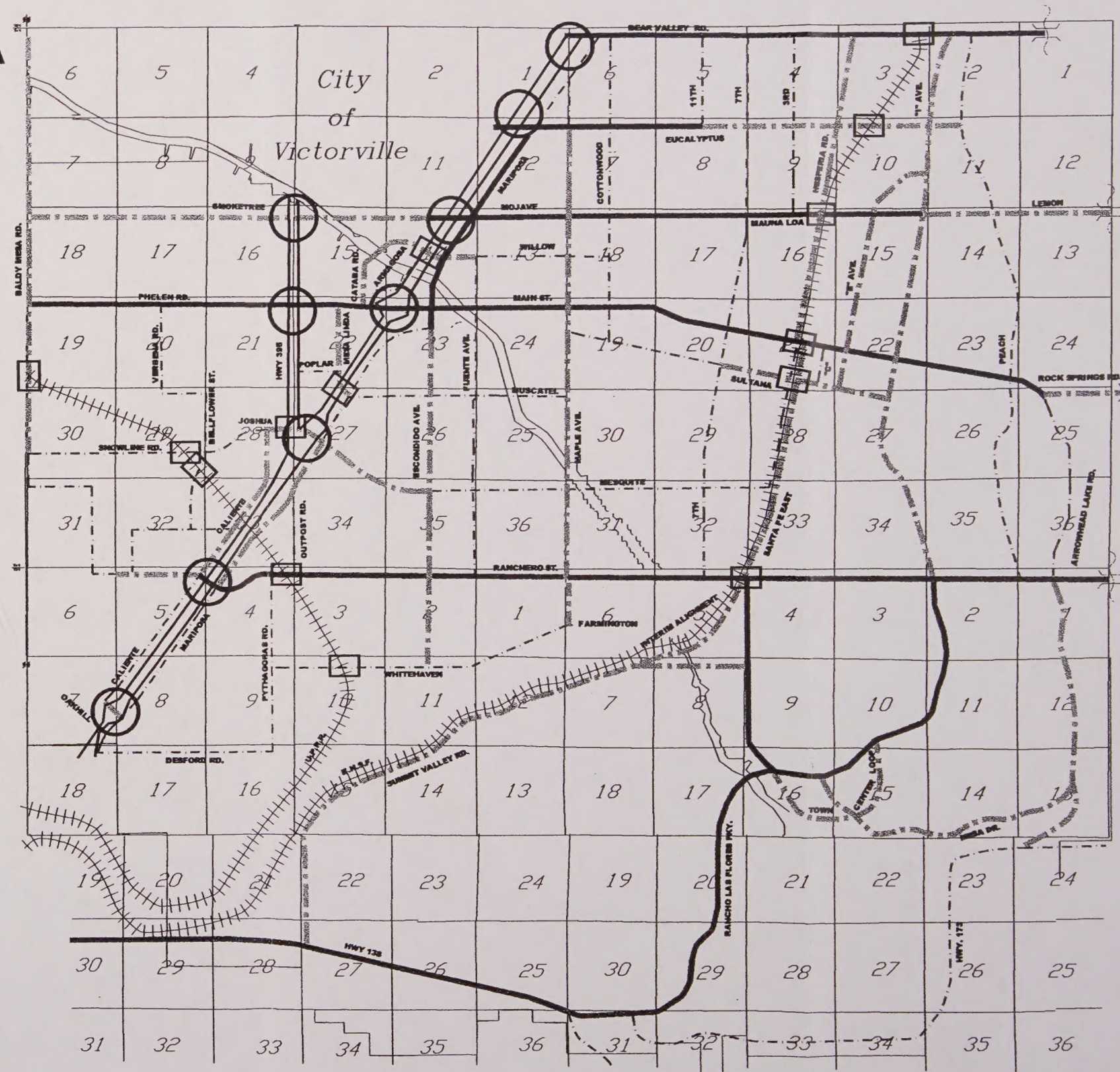


CITY OF HESPERIA MASTER PLAN OF ARTERIAL HIGHWAYS

AS ADOPTED MAY 2, 2001
PER RESOLUTION NO. 2001-15

LEGEND

- FREEWAY**
- MAJOR ARTERIAL**
CURB - 104'
- ARTERIAL**
CURB - 84'
- SECONDARY ARTERIAL**
CURB - 64'
- RAILROAD**
- FREEWAY INTERCHANGE**
- GRADE SEPARATION**
- RIVER CROSSING**
- CITY BOUNDARY**
- SPHERE OF INFLUENCE**



ROYAL CANADIAN MOUNTED POLICE

INVESTIGATION

REPORT

NO. 100-100000

DATE: 10/10/70

BY: [illegible]

THE [illegible]

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City of Hesperia General Plan



Noise Element

Noise Element

The Noise Element is a comprehensive program for including noise control in the planning process. It is a tool for planners to use to achieve and maintain land uses compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to insure that Hesperia residents will be protected from excessive noise intrusion.

The Noise Element has been developed in conformance with the recently revised State guidelines in the State Government Code Section 65302(f) and Section 46050.1 of the Health and Safety Code. The element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information contained in this document provides the framework to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The Element is divided into three sections and an Appendix. Included as part of the Element is a glossary that defines a number of key terms used in noise assessments. The Noise Element is organized to address background and planning issues related to noise as well as goals, policies, and implementation programs.

The Technical Appendix contains background information on noise, health effects of noise, methodology, measurement and modeling results, and bibliography.

I. Background and Planning Issues

Within the City of Hesperia and its sphere of influence are a number of transportation related noise sources. These include freeways, major and minor arterials, heavily traveled railroads, and a small airport. These, along with stationary sources such as industrial and commercial facilities are the major contributors to the overall noise environment in Hesperia. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

Information relative to the existing and forecast noise environment within Hesperia should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs.

Residential land uses and areas identified as noise sensitive must be protected from excessive noise from transportation and non-transportation noise sources. The impacts of non-transportation noises are most effectively controlled through the enforcement and application of a Community Noise Ordinance.

Noise Impacts

The predominant noise sources in Hesperia, as in most other communities, are mobile noise sources including motor vehicles and aircraft. Freeways and a number of arterials expose the City and its sphere of influence to significant noise levels. The most impacted areas are those directly adjacent to these sources. Aircraft operations from Hesperia Airport and other aircraft overflights impact the City and will continue to in the future. In addition, Union Pacific, Southern Pacific and Atchison Topeka & Santa Fe railroads all operate heavily traveled railroad lines within the City or its sphere of influence. To a lesser degree, the City is also exposed to noise emanating from sources such as industrial and commercial facilities, and from construction and human activities.

Noise affects all types of human activities and land uses, although some land uses are more sensitive to high noise levels than others. Land uses in Hesperia identified as noise sensitive include residences of all type, hospitals, rest homes, convalescent hospitals, churches and schools. The most highly impacted areas in Hesperia are the residences located adjacent to the I-15 and U.S. 395 freeways, especially where freeway sections are elevated above the adjacent land uses. An elevated noise source is much harder to mitigate than one that is at or below the grade of the adjacent land uses unless (as in the case of an elevated roadway) a noise barrier is constructed at the top of slope (i.e. at the edge of the elevated roadway).

It is easily seen that some residential areas within the City of Hesperia and within the sphere of influence are exposed to noise levels that exceed 65 CNEL (65 CNEL is the noise level commonly determined by cities and counties as excessive). The number of homes exposed to roadway noise levels greater than 65 CNEL in the future will increase due to current and future residential construction. Such construction inevitably results in traffic volume increases on the City's roadways. Attention should be paid to the mitigation of the homes presently exposed to noise considered excessive by the City of Hesperia as well as the future areas and projects that will be exposed to similar noise levels.

The noise environment for Hesperia can be described using noise contours developed for the major noise sources within the City. The contour maps, developed for existing (1989) conditions and 20 year forecast conditions (2010), are reproduced in Figures N-1 and N-2 respectively. The 60 Db CNEL contour levels are shown on these maps (the 65 CNEL contour is also shown for some roadways). The 60 Db CNEL contour represents the Noise Referral Zone in which any proposed noise sensitive land use should be evaluated on a project specific basis and may require mitigation to meet City or State (Title 24) standards. The 65 CNEL contour represents the level for which any new residential land uses will require mitigation in order to comply with local noise standards.

In January of this year, a Comprehensive Land Use Plan was completed for the Hesperia Airport by Ray A. Vidal, an aviation planning consultant. The following information references this document and additional correspondence between Mr. Vidal and Mestre Greve Associates. Existing noise contours for the Hesperia Airport are shown in Figure N-3. The contours shown are based upon 1990 operations (20,000 operations over the course of the year). The 20,000 operations per year figure was determined from an aircraft count conducted by the State of California Department of Transportation (Division of Aeronautics). In the period from October 2, 1990, to October 8, 1990, 304 aircraft operations were counted. This count is the base for the annual operations estimate which was upwardly adjusted due to the fact that less than optimum flying conditions existed during the period of the aircraft count. In a letter to Mestre Greve Associates, Mr. Vidal states that over the next 20 years, the Hesperia Airport will experience, at most, a 50% increase in aircraft operations (the limitation is due to several factors that are detailed in the Comprehensive Land Use Plan). Thus, 30,000 aircraft operations per year represents the worst case situation from a noise standpoint for future conditions.

This number of operations was used to generate future noise contours for the Hesperia Airport. These contours are presented as Figure N-4. Aircraft noise does not currently impact noise sensitive land uses in a significant way. The infrequency of operations at the airport is the reason for this. Assuming that the worst case operations increase discussed above occurs, future operations activity at the Hesperia facility probably will still not represent a significant impact on the City. Policies regarding aircraft noise are contained later in the Noise Element.

State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels, but a local government has little direct control of transportation noise at the source. The most effective method available to the City to mitigate transportation noise and reduce the impact of the noise onto the community is through the construction of noise barriers and by site design review.

Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. Figure N-5 illustrates how a noise barrier effect occurs. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Figure N-1
Existing Roadway Noise Contours

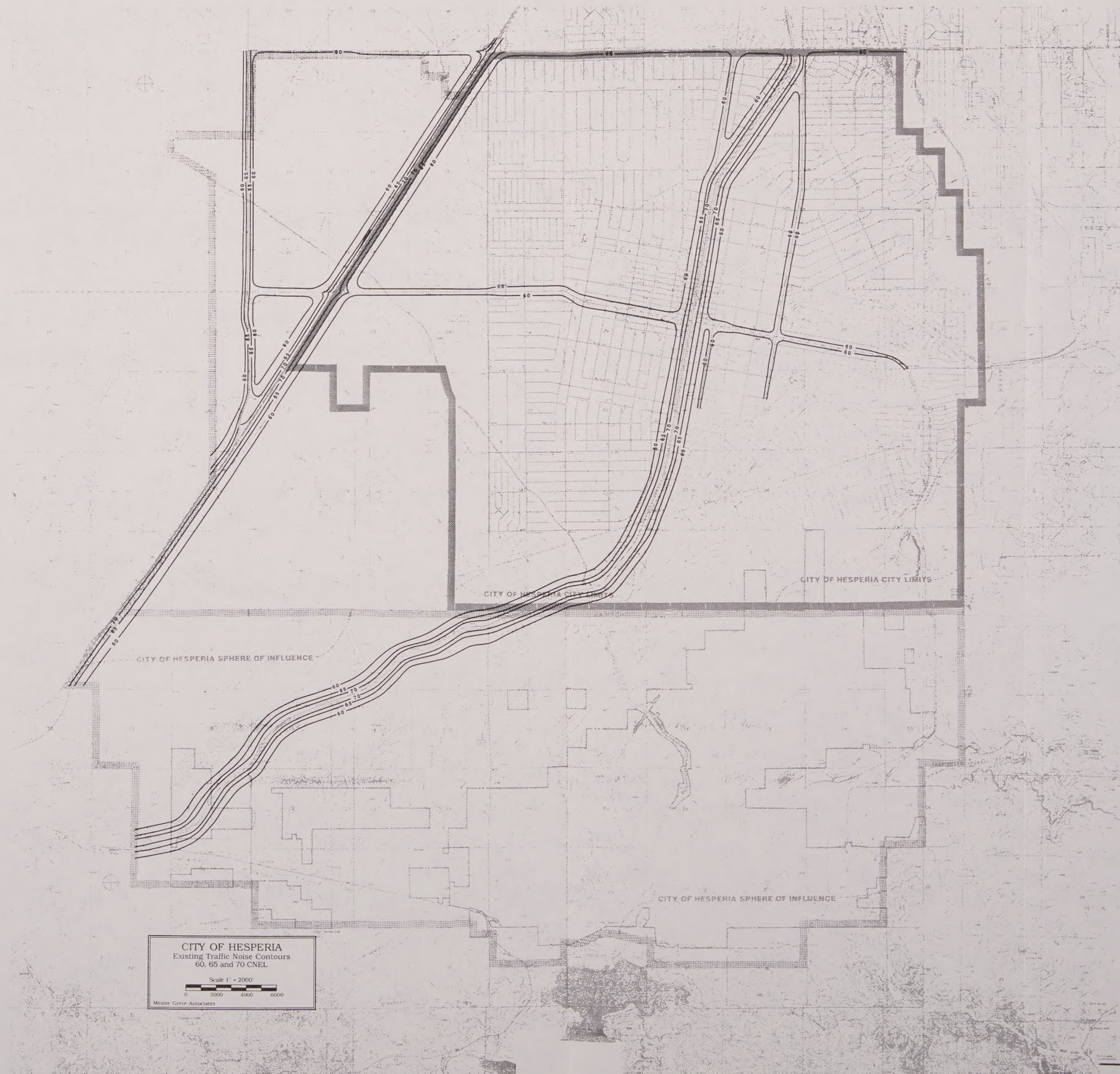
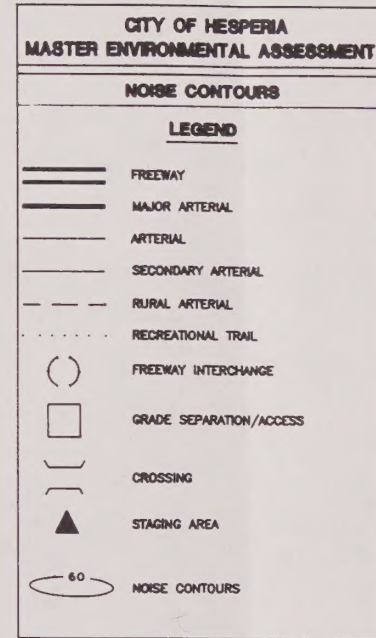


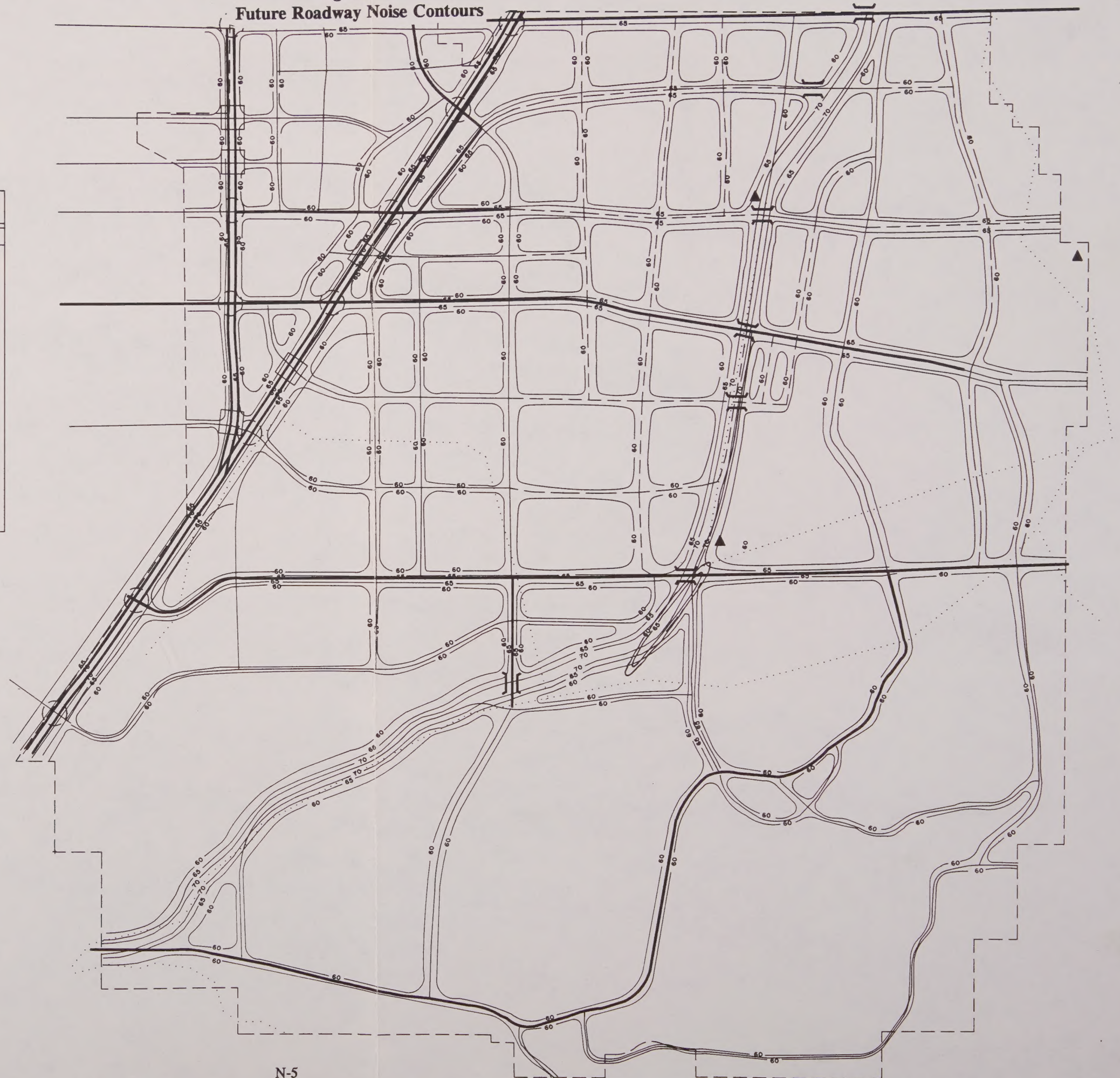
Figure N-2
Future Roadway Noise Contours

Noise



NOISE CONTOURS ARE APPROXIMATE

SCALE: 1" = 8,000'



N-5

5/16/91

Figure N-3
Hesperia Airport Existing Noise Contours (1989)



N-6

5/16/91

Figure N-4
Hesperia Airport Future Noise Contours (2010)

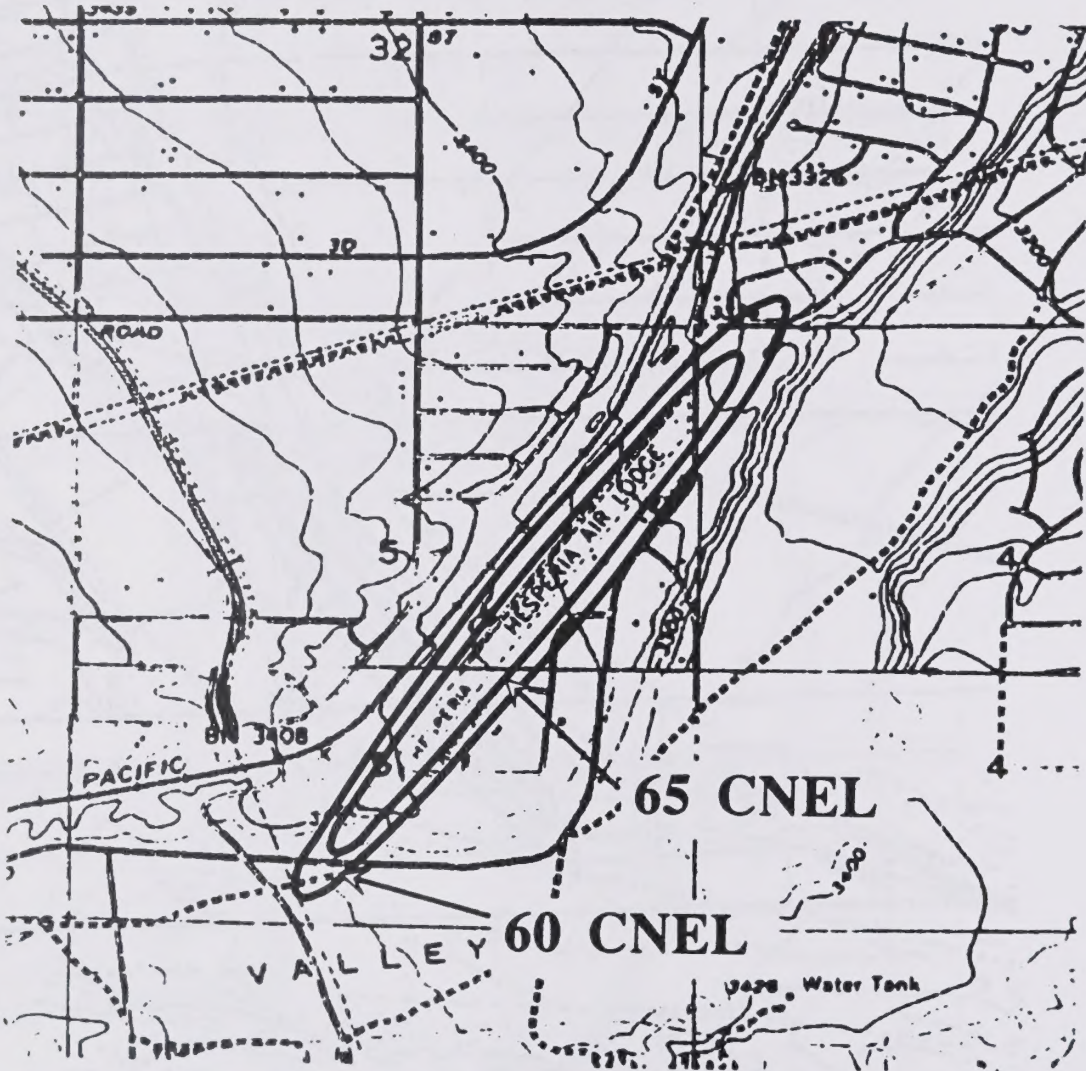
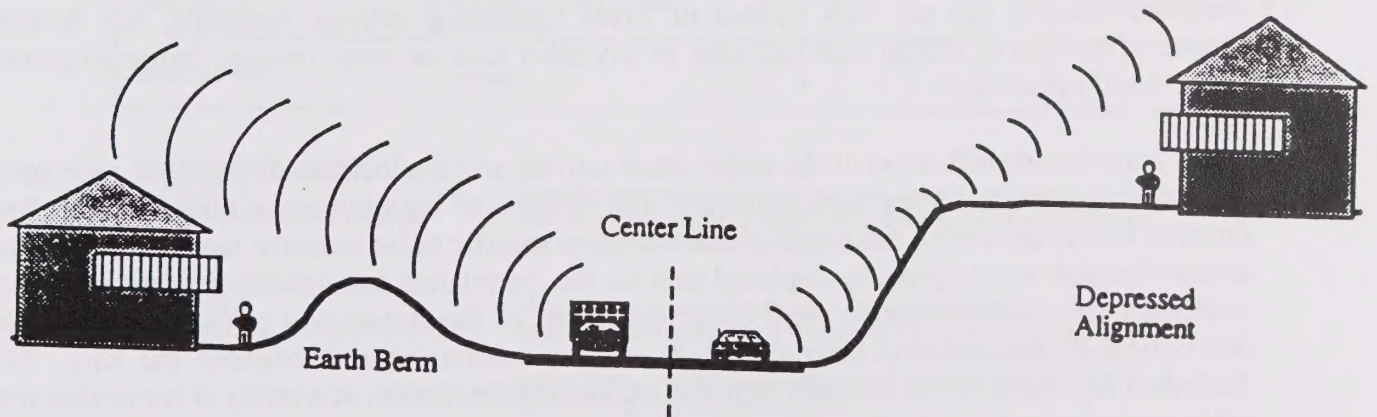
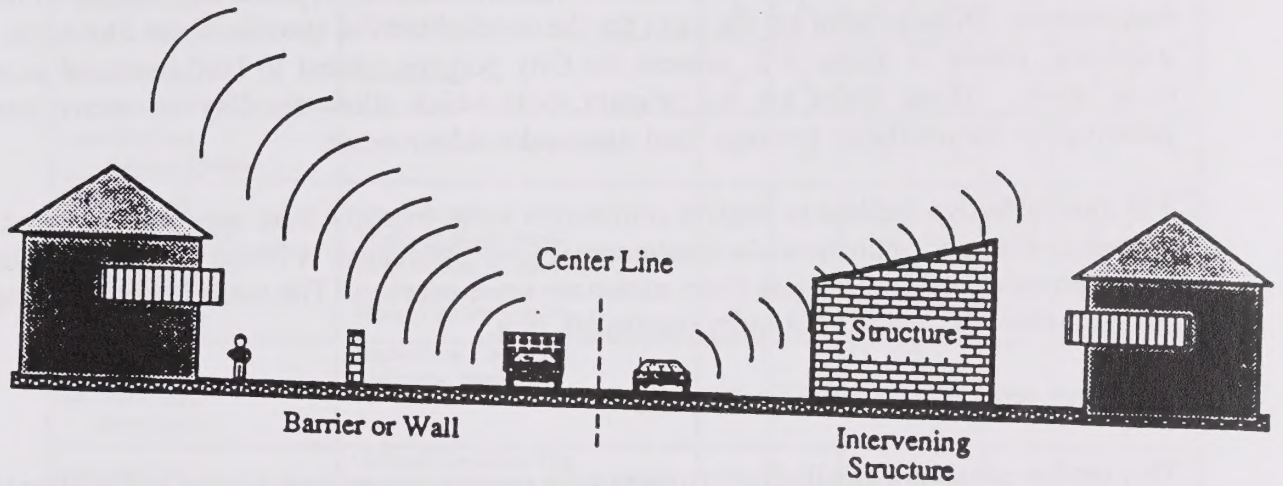


Figure N-5
Noise Barrier Effect Illustration



Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table N-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, shown in Table N-2, present the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The most effective method to control community noise impacts from non-transportation noise sources is through application of a Community Noise Ordinance. A Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.

Existing and Forecast Conditions

This section contains a detailed description of the current and projected noise environment within the City. This description of the noise environment is based on an identification of noise sources and noise sensitive land uses, a community noise measurement survey and noise contour maps.

To define the noise exposure, this section identifies the major sources of noise in the community. The sources of noise in and around Hesperia include a major freeway, a U.S. Highway, two state routes, two railroad lines, major and minor arterial roadways, a general aviation airport, and industrial and commercial centers. To completely assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the state, noise sensitive receptors include, but are not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed "noise sensitive" by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey was threefold. The first function was to determine the existing noise levels at specific noise sensitive land use areas. The second function was to provide empirical data for the correlation and validation of the computer modeled noise environment. A third important aspect of the survey was to obtain an accurate description of the ambient noise levels in various communities throughout the City. The Technical Appendix to this Element provides a complete description of a series of comprehensive noise measurements made throughout Hesperia.

Table N-1
Land Use Noise Compatibility Matrix

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80	>
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Childrens Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION**ZONE A
CLEARLY COMPATIBLE**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

**ZONE B
NORMALLY COMPATIBLE**

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

**ZONE C
NORMALLY INCOMPATIBLE**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

**ZONE D
CLEARLY INCOMPATIBLE**

New construction or development should generally not be undertaken.

Table N-2
Interior and Exterior Noise Standards

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	na	65 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 ³
	Commercial Retail, Bank Restaurant	55	na
	Office Building, Research and Development, Professional Offices, City Office Building	50	na
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	na
	Gymnasium (Multipurpose)	50	na
	Sports Club	55	na
	Manufacturing, Warehousing, Wholesale, Utilities	65	na
	Movie Theatres	45	na
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	na
OPEN SPACE	Parks	na	65

INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to:
 - Private yard of single family
 - Multi-family private patio or balcony which is served by a means of exit from inside.
 - Mobile home Park
 - Hospital patio
 - Park's picnic area
 - School's playground
 - Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.

SOURCE: Mestre Greve Associates

Noise contours for the major noise sources in Hesperia were developed for existing conditions and future conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). The existing conditions scenario was derived from 1989 traffic levels and environmental conditions. Future conditions are presented for the 20 year time period of 2010.

Sources of Noise

The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and by its proximity to areas sensitive to noise exposure. Helicopter and fixed wing aircraft operations, though infrequent, may generate noise levels that can be disruptive to human activity. Stationary noise sources include, but are not limited to, industrial and commercial centers such as manufacturing plants, commercial office facilities and shopping centers.

The major and most significant sources of noise in the City are the Barstow Freeway (I- 15) and U.S. Highway 395.

Noise Sensitive Receptors

The primary noise sensitive use within the City is residential use. The City of Hesperia has a number of public and private educational facilities, hospitals, convalescent homes and other facilities that are also considered noise sensitive. The distribution of these sensitive use areas varies from quiet rural type areas to those located adjacent to freeways.

Community Noise Measurement Survey

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. Each site was monitored for a minimum of 20 minutes. The results of the survey and the methodology used in the measurements are summarized in the Technical Appendix.

Community Noise Contours

The traffic noise contours for the City of Hesperia were presented in Figures N-1 and N-2 for 1989 and 2010 conditions respectively. Aircraft noise contours were presented as Figures N-3 and N-4 for 1990 and 2010 condition. The contours are based on the existing and future traffic volumes, aircraft operations data and upon data regarding other sources of noise in the community. The methodology used for computing the noise contours is presented in the Technical Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the maps are the 60 (and in some cases the 65) Db CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 60 Db CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions. The 65 Db CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved. No new residential development should be permitted inside an aircraft-generated 65 CNEL contour. The reason for this restriction inside aircraft-generated 65 CNEL contours is that there is no practical way to mitigate against aircraft noise in an exterior living area, while it is possible and practical to mitigate against ground-based traffic noise.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in table format in the Technical Appendix. Topography and intervening buildings or barriers have a very complex effect on noise travel, and therefore, on noise contours.

Summary of Noise Exposure

Noise sources in the City of Hesperia could be divided into two basic categories, transportation and non-transportation sources. In this section of the Noise Element the transportation sources are further reduced to four sub-categories: freeways, major and minor arterial roadways, aircraft, and railroad sources. Stationary sources and each of these transportation sources and their impacts on the noise environment of Hesperia are summarized in the following paragraphs:

Freeways: The major noise sources in the City of Hesperia are Interstate 15 and U.S. Highway 395. Adjacent land uses include residential, commercial, light industrial uses, and open space. Note also that State Routes 138 and 173 impact southern sections of the City, but to a much lesser extent. The reasons for this are that land uses adjacent to these routes are primarily open space at this time, and relatively low traffic volumes on these roadways.

Major and Minor Arterial Roadways: Traffic noise on surface streets is a significant source of noise within the community. The major roadways within the planning area identified at this time include Amethyst Road, Arrowhead Lake Road, Bear Valley Road, Cataba Road, Escondido Avenue, Fuente Avenue, Hesperia Road, I Avenue, Main Street, Maple Avenue, Oak Hill Road, Outpost Road, Peach Avenue, Ranchero Road, Rancho Las Flores, Rock Springs Road, Smoke Tree Avenue, Summit Valley Road, and Town Center Loop.

Aircraft Operations: An additional source of noise within the City of Hesperia is aircraft noise. George Air Force Base is located approximately 8 miles to the north and Hesperia Airport is located just within the City's southern border. Although the noise contours from George AFB do not extend within Hesperia's boundaries, occasional aircraft overflights produce significant noise levels within the City.

Aircraft noise from Hesperia Airport does not currently impact noise sensitive land uses in a significant way. The infrequency of operations at the airport is the reason for this. Assuming that the previously discussed worst case operations increases occur, future operations activity at the Hesperia facility will probably still not represent a significant impact on the City. Policies regarding aircraft noise are contained later in the Noise Element.

Railroads: Union Pacific and Atchison Topeka & Santa Fe operate railroad lines inside City boundaries. These are main lines that serve the industrial complexes that exist within the City boundaries.

Stationary Sources: There are many stationary noise sources throughout the City of Hesperia, the most significant of which include industrial sources such as manufacturing plants, processing plants, power generators, and construction and earth moving/grading activities. Most of these sources are located away from residential land uses. Other stationary noise sources include mechanical equipment on commercial structures, mechanical equipment such as air compressors at service stations, helipads owned by corporations in industrial areas, and automobile repair shops. Stationary source noise associated with residential areas are primarily due to air-conditioners and pool/spa mechanical equipment.

II. Noise Goals, Policies and Actions

Noise Goals

- N.G.1* Provide for the reduction of noise where the noise environment is unacceptable.
- N.G.2* Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.
- N.G.3* Protect and maintain those areas having acceptable noise environments.

Noise Policy N.P.1

- N.P.1* Provide for reduction in noise impacts from transportation noise sources.

Actions:

- N.P.1.a* Ensure the employment of noise mitigation measures in the design of arterial road improvement projects consistent with funding capability.
- N.P.1.b* Require the use of walls and berms or other noise mitigation measures in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads, including mitigation measures in the design of roadway improvement projects within the City.
- N.P.1.c* Reduce transportation noise through proper design and coordination of transportation routing.
- N.P.1.d* Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
- N.P.1.e* Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Hesperia Police Department.
- N.P.1.f* Ensure that the Land Use and Circulation Elements of the General Plan fully integrate the policies adopted as part of this Noise Element.
- N.P.1.g* Coordinate all land use planning and design efforts in the environs of Hesperia Municipal Airport to be consistent with the noise levels for the airport.

- N.P.1.h* Prohibit noise sensitive land uses inside the 65 CNEL contour projected for the airport and all noise sensitive land uses inside the 60 CNEL contour should be designed to mitigate airport noise.

Noise Policy N.P.2

- N.P.2* Incorporate noise considerations into land use planning decisions, in order to prevent future noise and land-use incompatibilities.

Actions:

- N.P.2.a* Establish standards that specify acceptable limits of noise for various land uses throughout the City, including schools, hospitals, convalescent homes, and other noise sensitive areas, as depicted on Table N-2. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts.
- N.P.2.b* Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones identified in Figures N-1, N-2, N-3 and N-4 shall be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the standards contained in this Element are met in accordance with Table N-2. New residential development will be prohibited within 65 CNEL contours due to aircraft noise.
- N.P.2.c* Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.
- N.P.2.d* Encourage acoustical design in new construction through the following actions:
1. Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 Db CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 Db CNEL. The Noise Referral Zones (60 Db CNEL) can be used to determine when this standard needs to be addressed;

2. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28), which requires that "Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 Db in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City also applies this standard to single family dwellings.

Noise Policy N.P.3

N.P.3 Provide for reduction in noise impacts from non-transportation noise impacts.

Actions:

- N.P.3.a* Adopt a noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources. The purpose of the ordinance will be to protect people from non-transportation related noise sources such as music, machinery, pumps, air conditioners, etc. The Noise Ordinance will not apply to motor vehicle noise on public streets or to any aircraft. The Noise Ordinance will be designed to protect quiet residential areas (or other land uses requiring quiet such as hospitals or convalescent homes, etc.) from stationary noise sources.
- N.P.3.b* Enforce the community Noise Ordinance.
- N.P.3.c* Notify applicants for building permits that include mechanical equipment of the existence of the Noise Ordinance. Examples would include applicants for pools, spas, or air conditioners in which mechanical equipment is located near residential property lines as well as certain industrial activities and loading operations.
- N.P.3.d* Resolve existing and potential conflicts between various noise sources and other human activities.
- N.P.3.e* Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays.
- N.P.3.f* Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.

- N.P.3.g* Establish and maintain coordination among the City agencies involved in noise abatement.
- N.P.3.h* Ensure the continued operation of noise enforcement efforts of the City through the Code Enforcement Officer acting as the noise control coordinator for the City.
- N.P.3.i* Limit delivery hours for stores with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise sensitive areas. Exemption from this restriction will be based solely on full compliance with the nighttime noise limits in the Noise Ordinance. Grocery stores are the major concern for late night delivery noise.

III. Noise Implementation Measure

Noise implementation policies will be implemented through the following measures:

- N.I.1* Development, adoption and implementation of a community Noise Ordinance.
- N.I.2* Obtaining compliance with adopted noise standards through code enforcement procedures.
- N.I.3* Review of development proposals to insure compliance with noise standards and criteria.
- N.I.4* Requiring sound attenuation measures where necessary to mitigate potential noise impacts.
- N.I.5* Design of City public works projects, including roadway and grade separations, to mitigate noise impacts to acceptable limits.
- N.I.6* Informing applicants and developers of noise standards and methods of achieving compliance with noise standards.

SOUND LEVELS AND LOUDNESS OF ILLUSTRATIVE NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS
(A-Scale Weighted Sound Levels)

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbars	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
130	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
120 110	LOUD	Turbo-Fan Aircraft @ Take Off Power @ 200 Ft. (90)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707. DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @ 100 Ft. (100)		100 dB(A) 8 Times as Loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (89) Prop. Airplane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. From Pavement Edge, 10:00 AM (76 +or- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
	JUST AUDIBLE	(dB[A] Scale Interrupted)		
10	THRESHOLD OF HEARING			

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, Outdoor Noise in the Metropolitan Environment.
Published by the City of Los Angeles, 1970, p.2.

community noise), communication interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

HEARING LOSS is, in general, not a concern in community noise problems. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments with long-term exposure. The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss. Noise levels in neighborhoods, even in very noisy airport environments near major international airports, is not sufficiently loud to cause hearing loss.

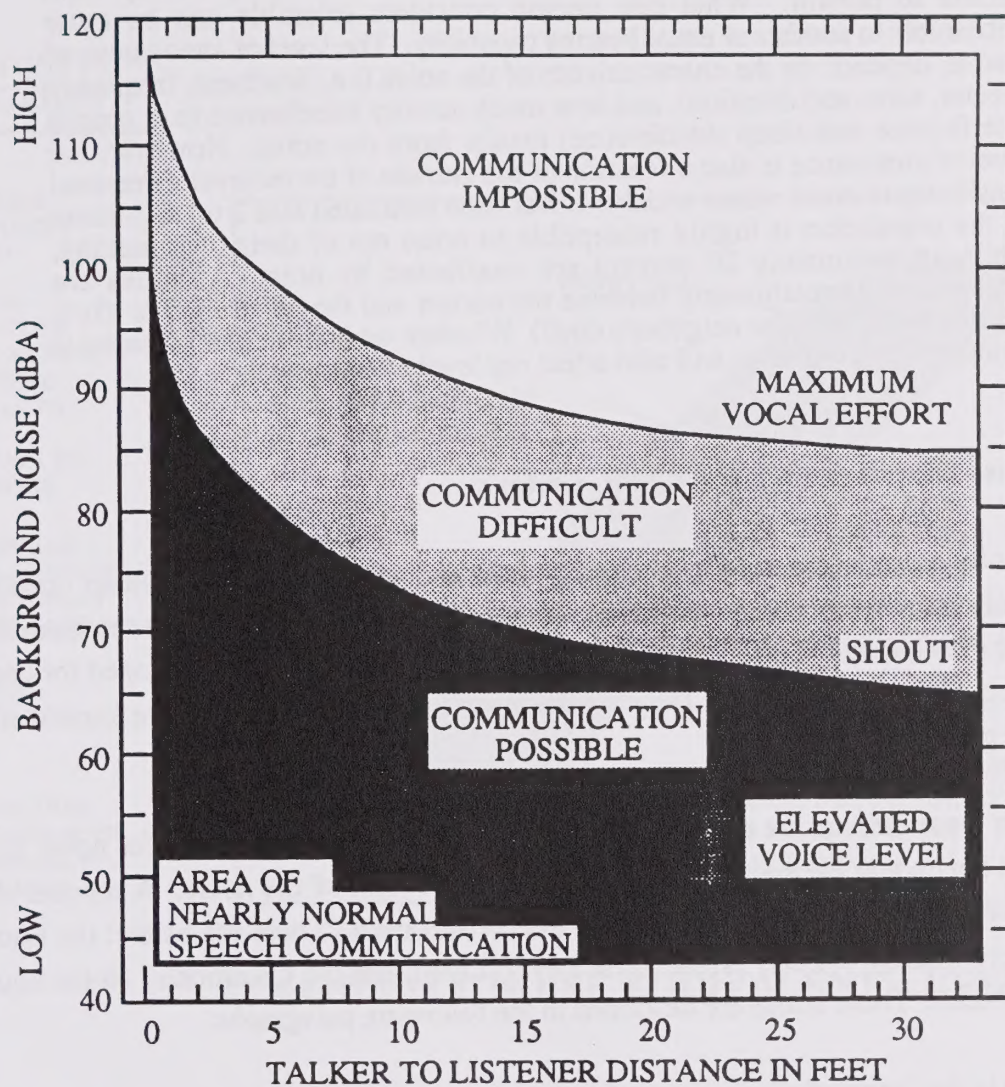
COMMUNICATION INTERFERENCE is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Exhibit A-2 shows the percent of sentence intelligibility with respect to various noise levels.

SLEEP INTERFERENCE is a major noise concern in noise assessment and, of course, is most critical during nighttime hours. Sleep disturbance is one of the major causes of annoyance due to community noise. Noise can make it difficult to fall asleep, and can create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages and cause awakening. Noise may even cause awakening which a person may or may not be able to recall.

Extensive research has been conducted on the effect of noise on sleep disturbance. Recommended values for desired sound levels in residential bedroom space range from 25 to 45 dBA with 35 to 40 dBA being the norm. The National Association of Noise Control Officials have published data on the probability of sleep disturbance with various single event noise levels. Based on experimental sleep data as related to noise exposure, a 75 dBA interior noise level event will cause noise induced awakening in 30 percent of the cases.

PHYSIOLOGICAL RESPONSES are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are sign of harm. Generally, physiological responses are a reaction to a loud short term noise such as a rifle shot or a very loud jet overflight.

ANNOYANCE is the most difficult of all noise responses to describe.



Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability. The level of annoyance, of course, depends on the characteristics of the noise (i.e.; loudness, frequency spectra, time, and duration), and how much activity interference (e.g. speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population is highly susceptible to noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes are affected by the relationship between the person and the noise source. (Is it our dog barking or the neighbor's dog?) Whether we believe that someone is trying to abate the noise will also affect our level of annoyance.

3.2 Noise Metric and Assessment Criteria

Community noise is generally not a steady state and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are: the Equivalent Noise Level (LEQ), the Day Night Noise Level (LDN), and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

LEQ is the "energy" average noise level during the time period of the sample. It is a number that represents a decibel sound level. This constant sound level would contain an equal amount of energy as a fluctuating sound level over a given period of time. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours.

LDN is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity.

COMMUNITY REACTION

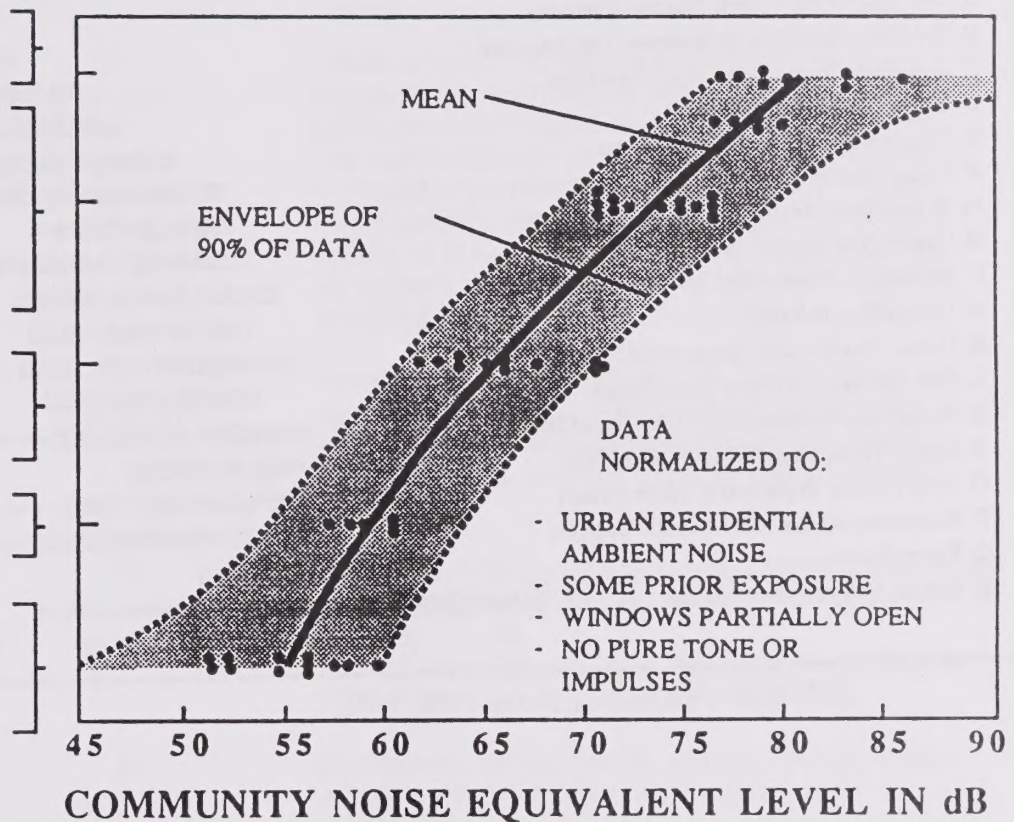
VIGOROUS
COMMUNITY
ACTION

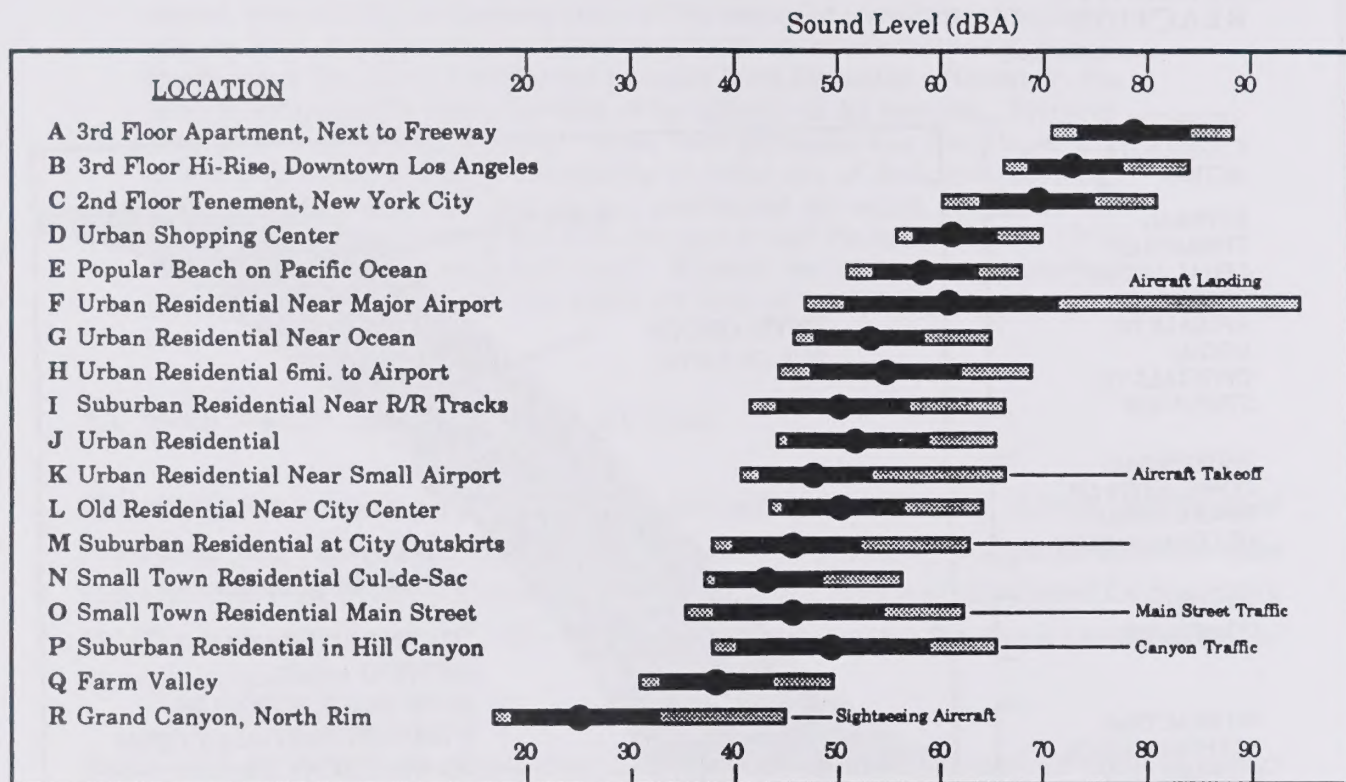
SEVERAL
THREATS OF
LEGAL ACTION,
OR STRONG
APPEALS TO
LOCAL
OFFICIALS TO
STOP NOISE

WIDESPREAD
COMPLAINTS OR
SINGLE THREAT
OF LEGAL ACTION

SPORADIC
COMPLAINTS

NO REACTION,
ALTHOUGH NOISE
IS GENERALLY
NOTICEABLE





SOURCE: Community Noise, EPA, 1971

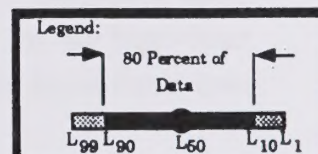


Exhibit A

ACTIVITY CATEGORY	DESIGN NOISE LEVEL - LEQ	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D	-	For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Land Use Category	Community Noise Exposure Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multiple Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Residential						
Industrial, Manufacturing Utilities Agriculture						

Interpretation

Normally Acceptable

Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.

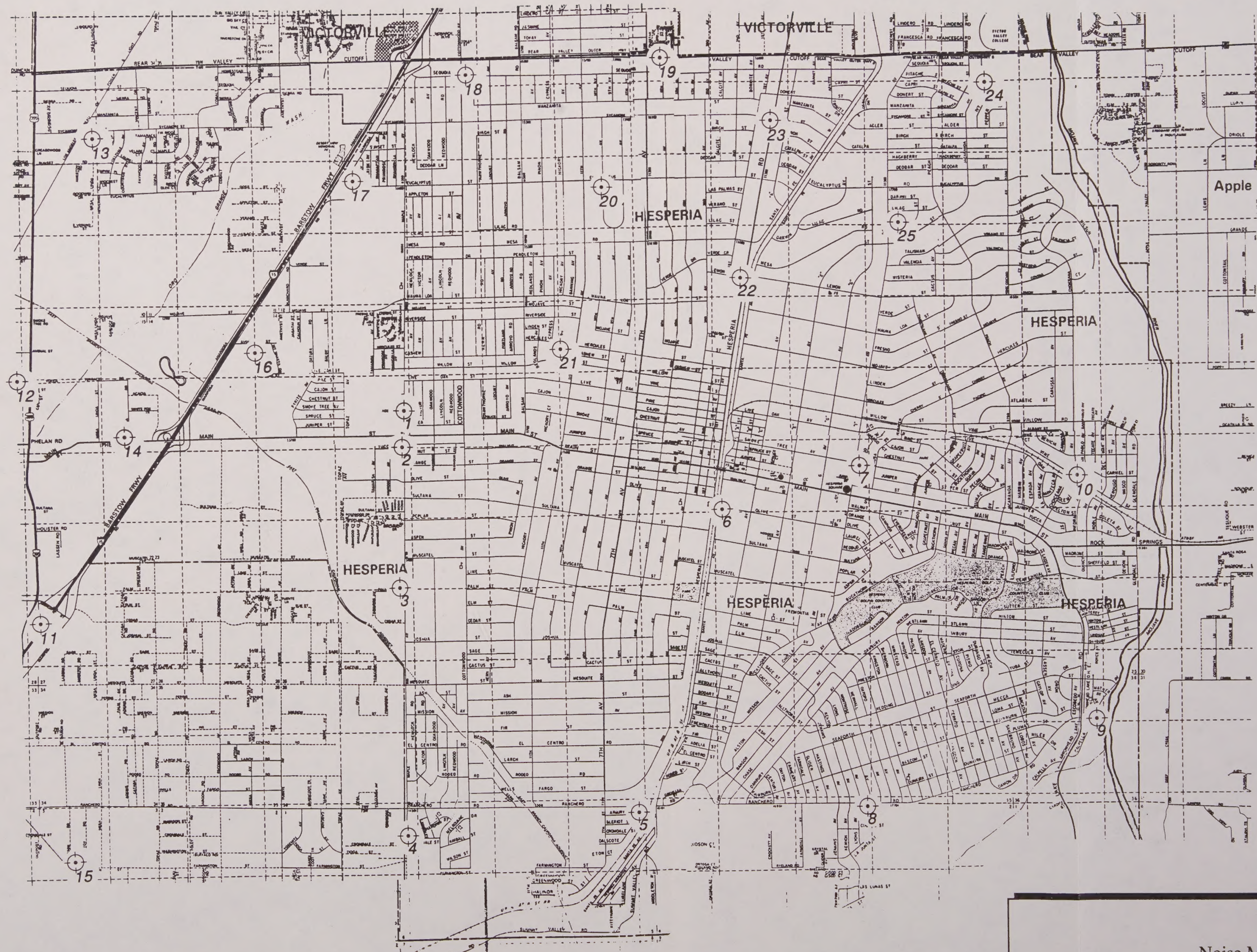
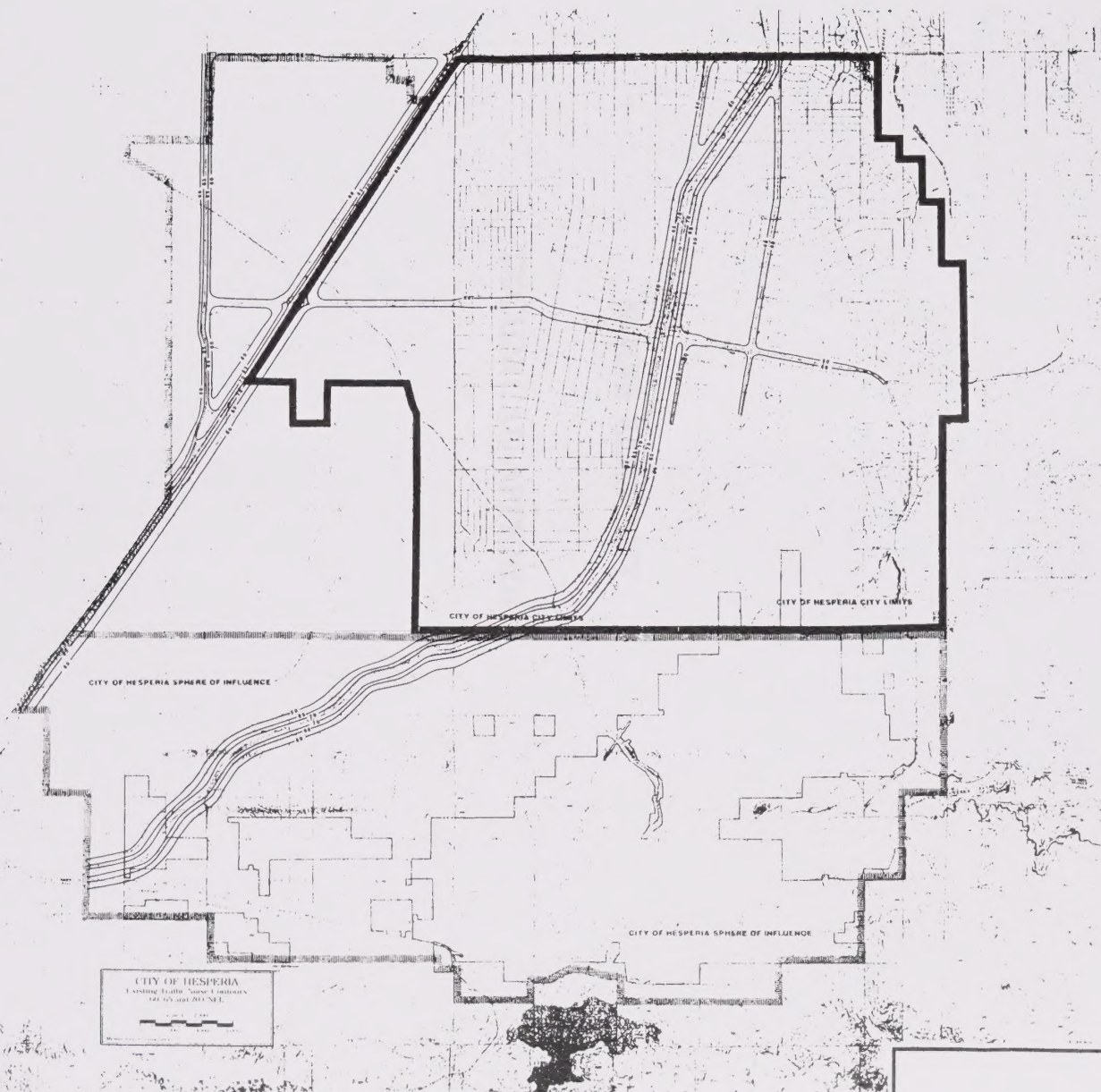


Exhibit A-9

Noise Measurement Locations



MESTRE GREVE ASSOCIATES



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5. Results

6. Discussion

NOISE ELEMENT

TECHNICAL APPENDIX

THE UNIVERSITY

OF CALIFORNIA

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CITY OF HESPERIA NOISE ELEMENT

TECHNICAL APPENDIX

1.0 NOISE ELEMENT REQUIREMENTS

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. Section 65302(g) of the California Government Code requires specifically:

"(g) A Noise Element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

Highways and freeways.

Primary arterials and major local streets.

Passenger and freight on-line railroad operations and ground rapid transit systems.

Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

Local industrial plants, including, but not limited to, railroad classification yards.

Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (LDN). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicates that the Noise Element should present the noise environment in terms of noise contours. For those areas identified as containing noise-sensitive facilities, the noise environment is determined by monitoring. The purpose of this Technical Appendix is to provide background and supporting information for the City of Hesperia Noise Element. This Appendix contains background information on noise, information on the health effects of noise, noise assessment criteria, methodology in determining the noise environment, measurement and modeling results, a summary of noise sources in Hesperia, and a glossary.

2.0 SUMMARY OF NOISE EXPOSURE

The sources of noise in Hesperia fall into five basic categories. These are: freeways (Interstate 15 lies just outside the northwest City boundary, U.S. Highway 395 is within the City's sphere of influence to the west and State Routes 138 and 173 run within the sphere of influence to the south); major and minor arterial roadways; aircraft (from Hesperia Airport, George Air Force Base and other aircraft overflights); railroads (Union Pacific and Atchison Topeka & Santa Fe both operate heavily traveled lines within the City and sphere of influence) and stationary sources. Each of these sources and their impacts on the noise environment of Hesperia are summarized in the following paragraphs.

Freeways and Highways - Four freeways generate noise that impacts property within the City limits or sphere of influence: Interstate 15 (the Barstow Freeway), U.S. Highway 395 and State Routes 138 and 173.

The Barstow Freeway (I-15) runs in an northeast/southwest direction just outside the City's northwest diagonal boundary. The freeway is generally at grade with the adjacent land uses which include some residential areas. A number of the homes that are located adjacent to the freeway are exposed to noise levels in excess of 65 CNEL. A noise level of 65 CNEL on a residential land use is commonly considered to be excessive by city and county governments in California.

U.S. Highway 395 currently runs in a north/south direction outside the City boundaries but within the City's sphere of influence to the west. It is generally at grade with the adjacent land

uses. Relatively few residences are affected by this freeway now, but this situation will probably change with future development. State Routes 138 and 173 lie approximately at the edge of the City's sphere of influence to the south. These are basically mountain highways and very little development currently exists adjacent to them. This condition is not expected to change in the future.

Aircraft Operations - Areas of the City may be significantly impacted by aircraft overflights from George Air Force Base which is located approximately 8 miles to the north. Although the noise contours from this air base do not extend on the the City of Hesperia, occasional aircraft overflights may produce significant noise levels within the City.

Aircraft noise from Hesperia Airport does not currently impact noise sensitive land uses in a significant way. The infrequency of operations at the airport is the reason for this. Even assuming that operational increases occur in the future, operations activity at the Hesperia facility probably will still not represent a significant impact on the City.

Major and Minor Arterial Roadways - Traffic noise on surface streets is a significant source of noise within the community. The major roadways within the planning area identified at this time include: Amethyst Road, Arrowhead Lake Road, Bear Valley Road, Cataba Road, Escondido Avenue, Fuente Avenue, Hesperia Road, I Avenue, Main Street, Maple Avenue, Oak Hill road, Outpost Road, Peach Avenue, Ranchero Road, Rancho Las Flores, Rock Springs Road, Smoke Tree Avenue, Summit Valley Road, and Town Center Loop.

Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway. In general, most of the land uses along the major roadways is commercial and industrial. However, there are some single-family homes that are located adjacent to busy streets and exposed to noise levels in excess of 65 CNEL.

Stationary Sources - Union Pacific and Atchison Topeka & Santa Fe operate railroad lines inside City boundaries. These are main lines that serve the many industrial complexes that exist

within the boundaries of Hesperia and in many other cities in the San Bernardino area.

3.0 BACKGROUND ON NOISE

3.1 Noise Definitions

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the way that the Richter scale is used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels in different environments are shown in Exhibit A-1.

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption, and ground attenuation. As the sound wave form travels away from the source, the sound energy is spread over a greater area, dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criteria is based on such known effects of noise on people as hearing loss (not generally a factor with

CNEL is similar to the LDN scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7 pm to 10 pm) time period. Either LDN or CNEL may be used to identify community noise impacts within the Noise Element. Example noise environments in terms of the CNEL metric are shown in Exhibit A-3.

The public reaction to different noise levels varies from community to community. Extensive research has been conducted on human responses to exposure of different levels of noise. Exhibit A-4 relates LDN noise levels to community response from some of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period. Percent Noise Levels are another method of characterizing ambient noise where, for example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent of the time, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels. Examples of various noise environments in terms of the Percent Noise Levels are shown in Exhibit A-5.

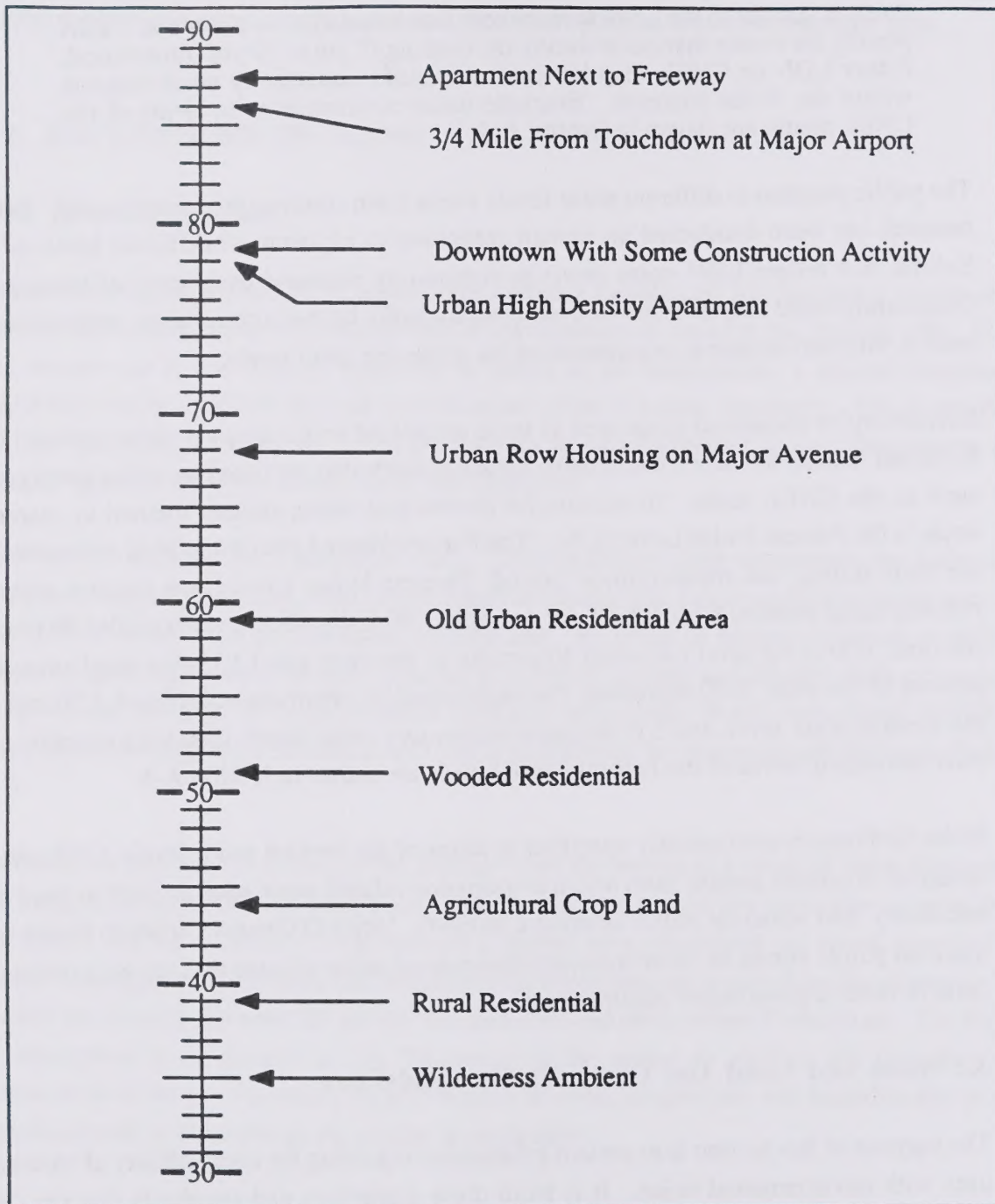
Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as loud music, machinery and vehicular traffic on private property. Noise Ordinances apply to motor vehicle noise on public streets or other transportation-related noise sources that are not preempted by State or Federal government requirements.

3.3 Noise and Land Use Compatibility Guidelines

The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards that the City of Hesperia Noise Criteria and Standards will be developed. Noise/land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute and the State of California. These

CNEL

Outdoor Location



guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as LEQ, LDN or CNEL.

The *ENVIRONMENTAL PROTECTION AGENCY* published in March 1974 a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Exhibit A-6 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses; this includes residences and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The *FEDERAL HIGHWAY ADMINISTRATION (FHWA)* has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Exhibit A-7 in terms of the maximum one-hour Noise Equivalent Level (LEQ). The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 LEQ and an interior goal for residences of 52 LEQ. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The *STATE OF CALIFORNIA* requires each city and county to adopt Noise Elements in their General Plans. Such Noise Elements must contain a noise/land use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise Control, California Department of Health, February 1976). Exhibit A-8 presents this recommended matrix.

4.0 METHODOLOGY

The noise environment in Hesperia was modeled using a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models (it is, of course, impossible to measure future noise levels so we must rely on computer noise models for future noise estimates). The noise environment is commonly presented graphically in terms of lines of equal noise levels, or contours. The following paragraphs detail the methodology used in the above.

	Measure	Indoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Outdoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45	70	45	55	70	55
Residential with No Outside Space	Ldn Leq(24)	45	70	45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45	70	45	55	70	55
Educational	Ldn Leq(24)	45	70	45	55	70	55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Le of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

* Refers to energy rather than arithmetic averages.

SOURCE : EPA

4.1 Measurement Procedure

Twenty-five sites were selected for measurement of the noise environment in Hesperia. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. The measurement locations are depicted in Exhibit A-9.

The Hesperia Noise Element measurement survey utilized the Brüel & Kjær 2231 automated digital noise data acquisition system for short-term (20 min.) LEQ readings. This instrument automatically calculates both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitor was equipped with a Brüel & Kjær 1/2 inch electret microphone and was calibrated with a Brüel & Kjær calibrator with calibrations traceable to the National Bureau of Standards. Calibration for the calibrators are certified through the duration of the measurements by Brüel & Kjær. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

4.2 Computer Modeling

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. The traffic data used to project these noise levels are derived from the current update to the Circulation Element for the City. The traffic mix data for the arterials are based on measurements for roadways in Southern California and are considered typical for arterials in this area.

The existing roadway noise contours are shown in Exhibit A-10. These contours are based on existing traffic volumes that were determined by traffic counts. The future traffic noise

The first part of the report is a general introduction to the project. It describes the purpose of the study, the objectives, and the scope of the work. It also provides a brief overview of the methodology used in the research.

The second part of the report is a detailed description of the data collection process. It explains how the data was gathered, the sources of the information, and the methods used to ensure the accuracy and reliability of the data.

The third part of the report is a summary of the findings. It presents the results of the study in a clear and concise manner, highlighting the key points and conclusions.

The fourth part of the report is a discussion of the implications of the findings. It explores the potential impact of the results on the field of study and provides suggestions for further research.

The final part of the report is a conclusion. It summarizes the main findings and reiterates the importance of the study.

contours are shown in Exhibit A-11. These contours are based on projected traffic volumes.

5.0 RESULTS

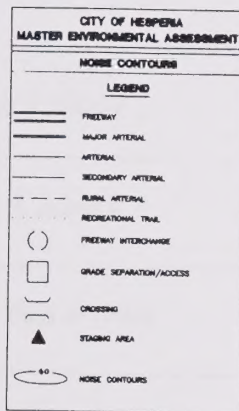
5.1 Measurement Results

The noise measurement program was conducted over a period of two days. The survey was taken on July 24th and 25th, 1990, at twenty-five locations throughout the City. The results of the ambient short-term noise measurements at each site are depicted in Exhibit A-12. These figures also depict the date and time of the measurement and the primary noise source affecting the noise environment. The quantities measured were the Equivalent Noise Level (Leq), the maximum noise level (Lmax) and the Percent Noise Levels (L%).

5.2 Noise Contours

5.2.1 Aircraft Noise (Hesperia Airport)

In January of this year, a Comprehensive Land Use Plan was completed for the Hesperia Airport by Ray A. Vidal, an aviation planning consultant. The following information references this document and additional correspondence between Mr. Vidal and Mestre Greve Associates. Existing noise contours for the Hesperia Airport are shown in Exhibit A-13. The contours shown are based upon 1990 operations (20,000 operations over the course of the year). The 20,000 operations per year figure was determined from an aircraft count conducted by the State of California Department of Transportation (Division of Aeronautics). In the period from October 2, 1990, to October 8, 1990, 304 aircraft operations were counted. This count is the base for the annual operations estimate which was upwardly adjusted due to the fact that less than optimum flying conditions existed during the period of the aircraft count. In a letter to Mestre Greve Associates, Mr. Vidal states that over the next 20 years, the Hesperia Airport will experience, at most, a 50 % increase in aircraft operations (the limitation is due to several factors that are detailed in the Comprehensive Land Use Plan). Thus, 30,000 aircraft operations per year represents the worst case situation from a noise standpoint for future conditions.



NOISE CONTOURS ARE APPROXIMATE

SCALE: 1" = 0.007'

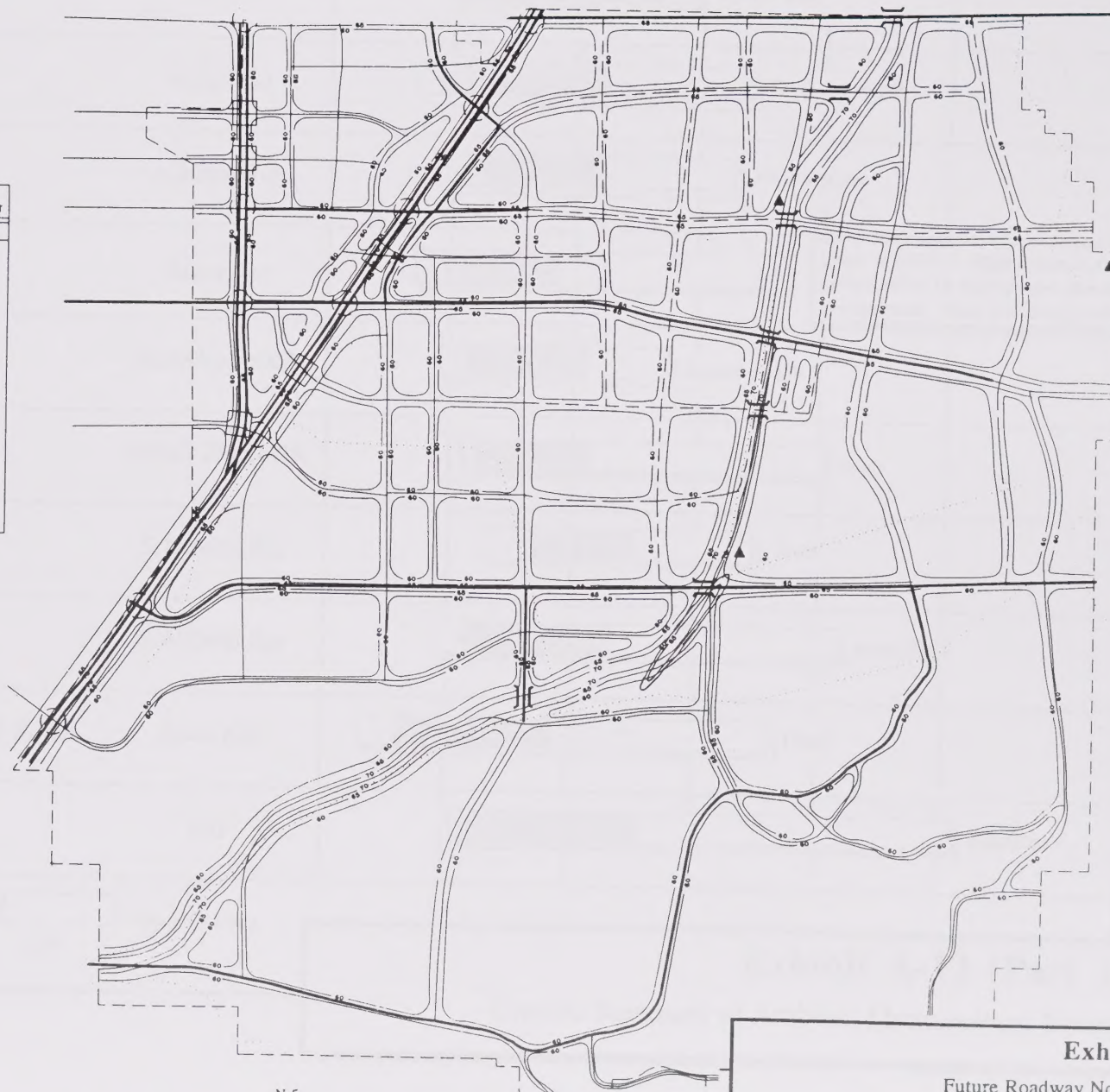
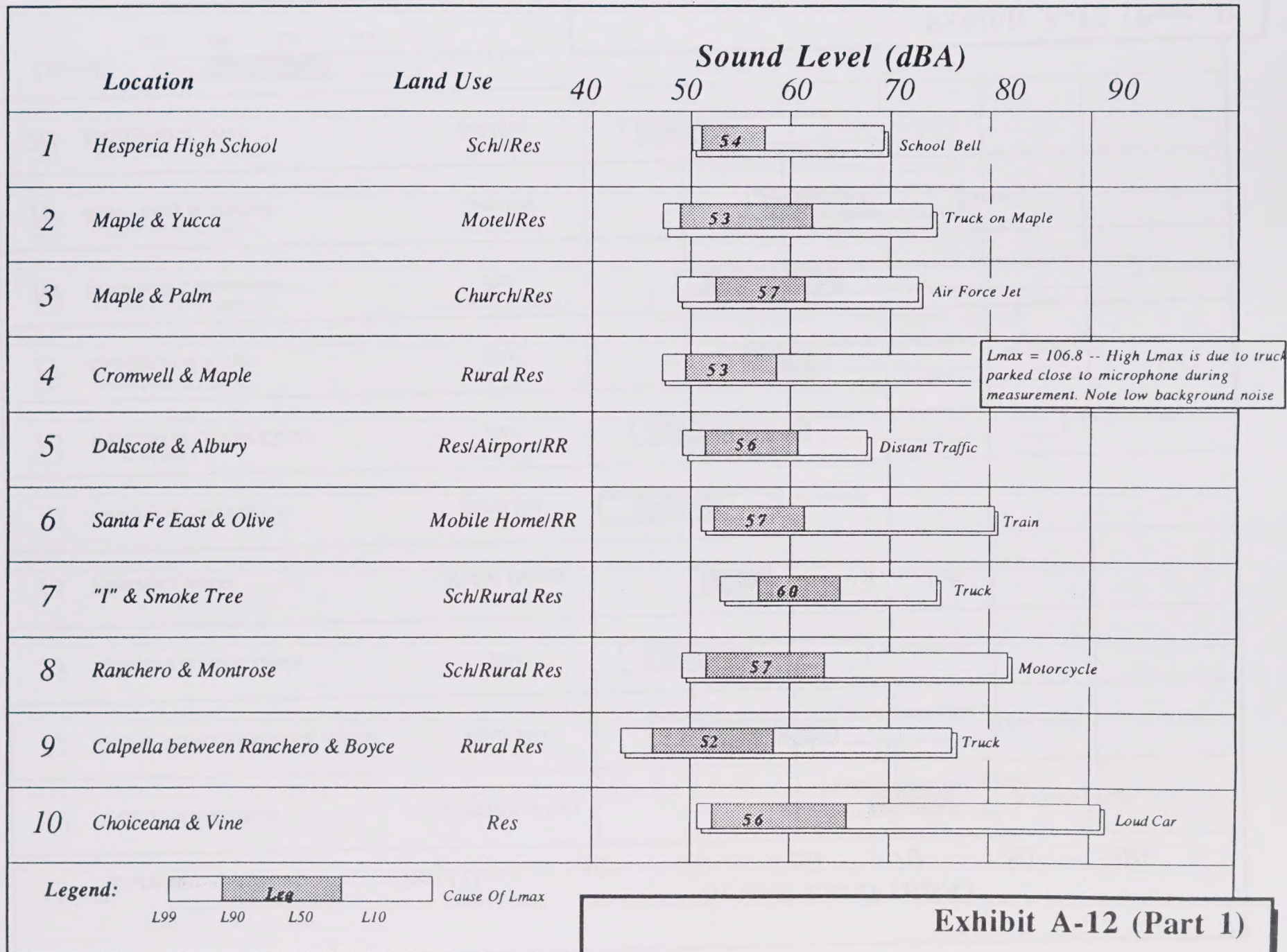


Exhibit A-11

Future Roadway Noise Contours





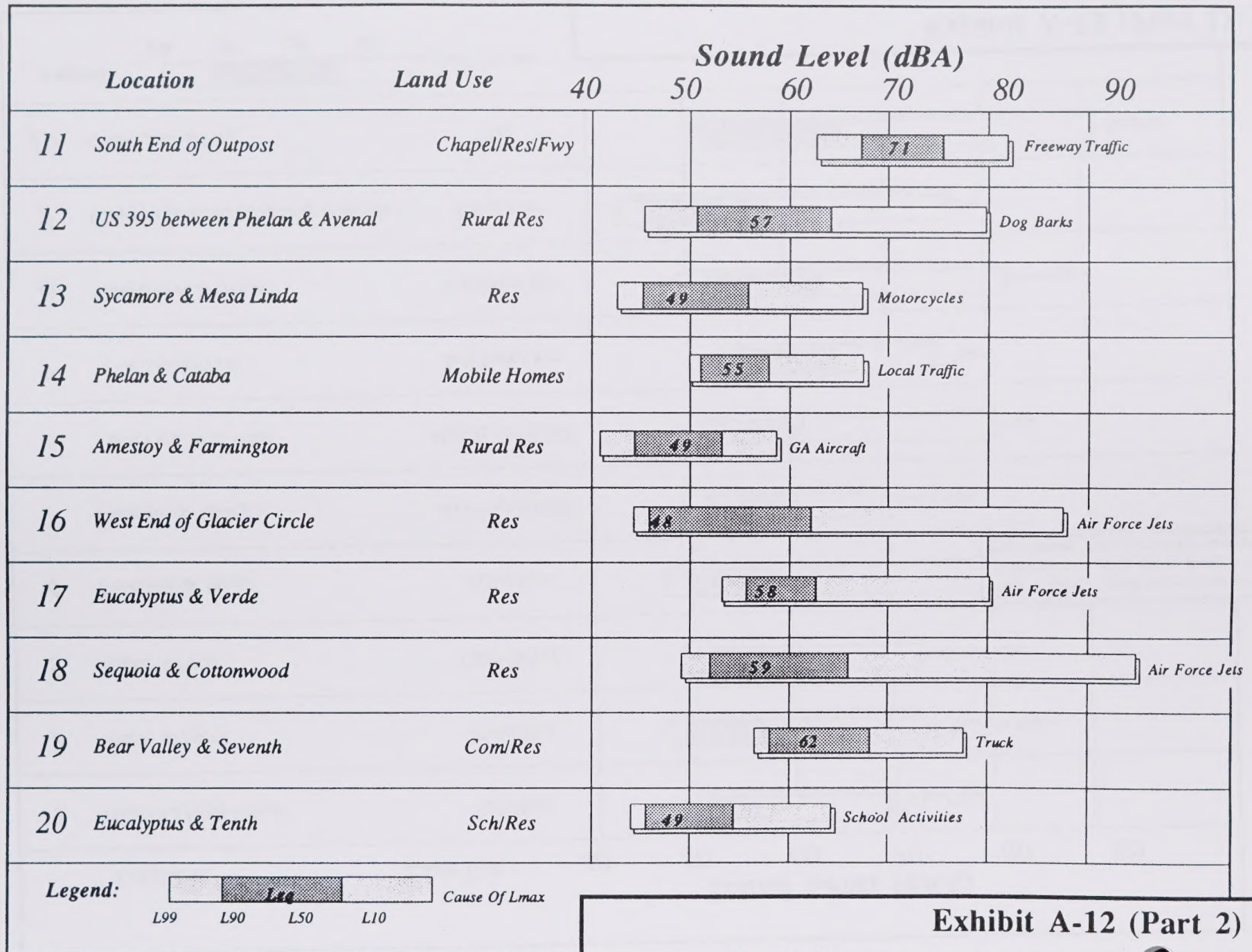


Exhibit A-12 (Part 2)

Graphic Summary of Ambient Measurement Results

Exhibit A-12 (Part 3)

Graphic Summary of Ambient Measurement Results

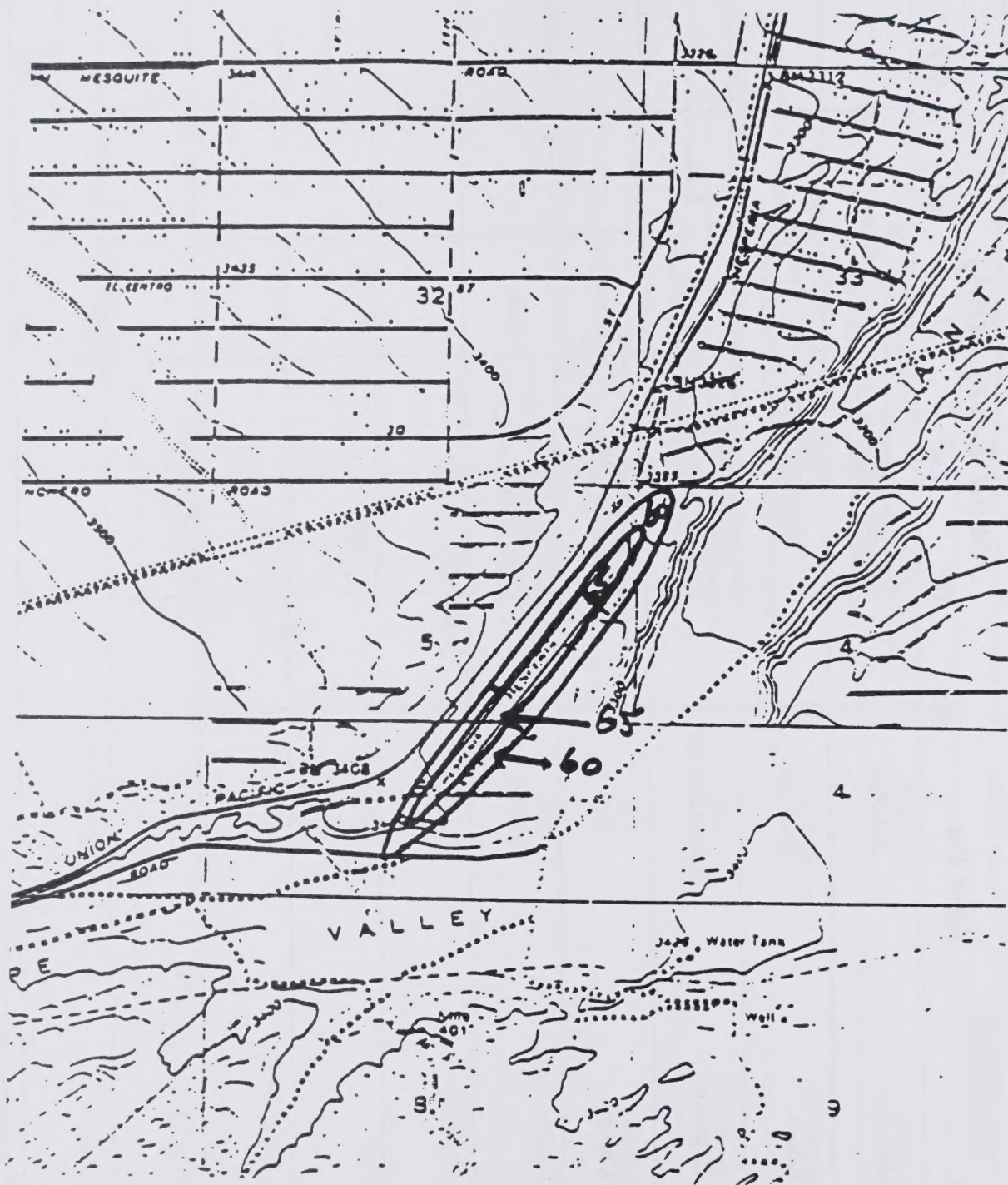


Exhibit A

MESTRE GREVE ASSOCIATES

Hesperia Airport Existing Noise Contours (1989)

This figure was used to generate future noise contours for the Hesperia Airport. These contours are presented as Exhibit A-14. As specified earlier, these contours are based upon information provided in the Comprehensive Land Use Plan prepared by Ray A. Vidal and upon information contained in correspondence between Mr. Vidal and Mestre Greve Associates. Aircraft noise does not currently impact noise sensitive land uses in a significant way. The infrequency of operations at the airport is the reason for this. Assuming that the worst case operations increase discussed above occurs, future operations activity at the Hesperia facility probably will still not represent a significant impact on the City.

5.2.2 Traffic Noise

The existing and future noise levels in the City were established in terms of the CNEL indices by modeling all of the traffic noise sources for the existing and future traffic and speed characteristics. The results for the roadways are presented in tabularized format in the following tables. The existing contours are presented in Table 1 and the future contours are presented in Table 2. The distances to the CNEL contours for the roadways in the vicinity of Hesperia are given in these tables. These represent the distance from the centerline of the road to the contour value shown. Note that these tables do not include the mitigating effect of noise barriers or topography. The traffic mix assumptions used in this analysis are shown in Table 3.

It must be pointed out that subsequent to the noise analysis, the concept of the rural arterial was introduced to the northeast portion of the study area as the Circulation Plan neared completion. The alignment and size of the rural arterials will be determined in future studies and may vary substantially from that assumed for the traffic and noise analyses shown here. To the extent that the alignment of these arterials vary, the projections for future traffic and associated noise contours would also vary. Thus, the future roadway noise contours shown in Exhibit A-11 are only approximate. At the time when specific alignments are proposed for the rural arterials, updated traffic and noise projections will be prepared.

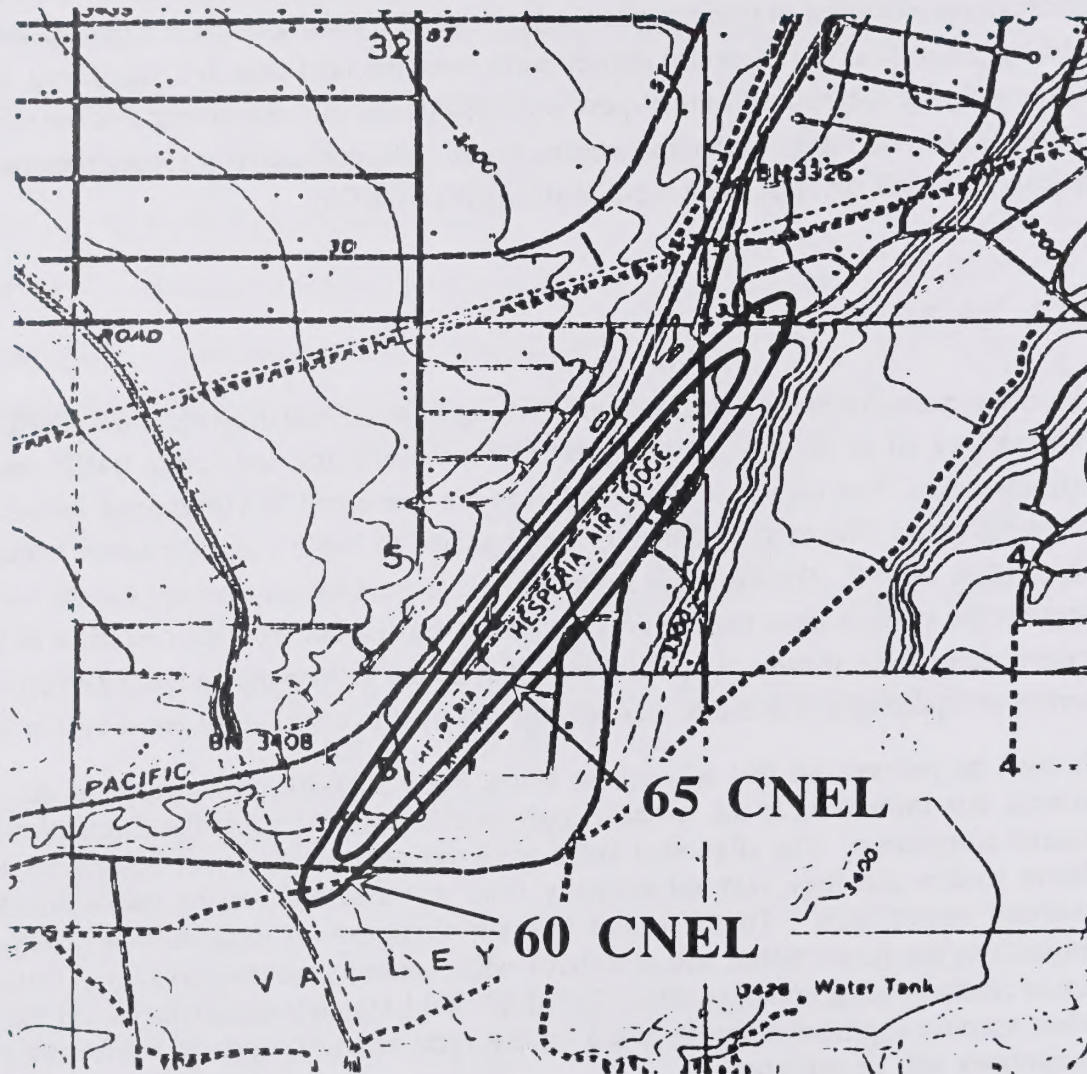


Table 1
City of Hesperia Existing Noise Contours

Index Key: Arterial Mix		1							
Freeway w/ 5% Trucks (2.5% MT, 2.5% HT)		2							
Freeway w/ 7% Trucks (3.5% MT, 3.5% HT)		3							
Roadway	Link	Index	ADT	Speed	Distance to CNEL Contour (ft)				
					CNEL 100	CNEL 70	CNEL 65	CNEL 60	
Bear Valley Road	US 395 to Cobalt Road	1	6.3	45	60.4	23	49	106	
	Cobalt to I-15	1	18.1	45	65.0	46	100	215	
	I-15 to 7th	1	31.0	45	67.3	66	143	308	
	7th to Hesperia	1	19.3	45	65.3	48	104	224	
	East of Hesperia	1	25.4	45	66.5	58	125	269	
Main Street	West of US 395	1	6.4	45	60.5	23	50	107	
	US 395 to Maple	1	21.3	45	65.7	52	111	240	
	Maple to 11th	1	26.0	45	66.6	59	127	274	
	11th to E Street	1	35.9	45	68.0	73	157	339	
	E Street to Buckthorn Avenue	1	16.2	45	64.5	43	93	200	
Hesperia Road	Buckthorn to Peach	1	14.2	45	63.9	39	85	183	
	East of Peach	1	5.8	45	60.0	22	47	101	
	Lime Street to Lemon Street	1	10.9	45	62.8	33	71	153	
	Lemon to Bear Valley	1	12.2	45	63.3	36	77	165	
	North of Bear Valley	1	25.5	45	66.5	58	125	270	
C Street	South of Main	1	12.2	45	63.3	36	77	165	
I Street	Bear Valley to Santa Fe East	1	14.7	45	64.1	40	87	187	
	Santa Fe East to Live Oak	1	13.4	45	63.7	38	82	176	
	Live Oak to Main	1	15.6	45	64.3	42	90	195	
	Main to Sultana	1	9.9	45	62.4	31	67	144	
	South of Sultana	1	4.8	45	59.2	19	41	89	
FREEWAYS									
I-15	South of Oak Hill Road	3	65.0	55	75.0	216	466	1005	
	Oak Hill to US 395	3	64.0	55	75.0	214	462	994	
	US 395 to Joshua Street	3	57.0	55	74.5	198	427	921	
	Joshua to Main	3	53.0	55	74.1	189	407	877	
	Main to Bear Valley	3	46.0	55	73.5	172	370	798	
US 395	I-15 to Bear Valley	3	11.5	55	67.5	68	147	317	

City of Hesperia Future Noise Contours

Index Key:	Arterial	1	Freeway w/ 5% Trucks (2.5% MT, 2.5% HT)	2	Freeway w/ 7% Trucks (3.5% MT, 3.5% HT)	3	Distance to CNEL Contour (ft)		
							70 CNEL	65 CNEL	60 CNEL
Roadway	Line	Index	ADT	Speed	100				
Bear Valley Road	West of US 395	1	31.4	45	67.4		67	144	310
	US 395 to I-15	1	48.5	45	69.3		89	192	415
	I-15 to 7th	1	59.8	45	70.2		103	221	477
	7th to Hesperia	1	55.2	45	69.8		97	210	452
	East of Hesperia	1	59.0	45	70.1		102	219	473
	West of US 395	1	10.2	45	62.5		32	68	147
	US 395 to Mesa Linda	1	12.1	45	63.2		35	76	164
	Mesa Linda to Topaz	1	8.9	45	61.9		29	62	134
	Topaz to Cataba	1	7.5	45	61.2		26	55	119
	Amethyst to Cottonwood	1	58.6	45	70.1		101	218	470
	Cottonwood to Seventh	1	47.3	45	69.2		88	189	408
	Seventh to Third	1	41.2	45	68.6		80	173	372
	Third to Hesperia	1	39.5	45	68.4		78	168	362
	Hesperia to I	1	24.5	45	66.3		57	122	263
	I to Peach	1	20.5	45	65.5		50	108	234
	East of Hesperia	1	59.0	45	70.1		102	219	473
	East of Hesperia	1	59.0	45	70.1		102	219	473
Mesa Street	West of US 395	1	11.8	45	63.1		35	75	162
	US 395 to Mesa Linda	1	18.9	45	65.2		48	103	221
Smoketree Avenue	West of US 395	1	11.9	45	63.2		35	75	163
	US 395 to Mesa Linda	1	35.8	45	67.9		73	157	339
	Mesa Linda to Topaz	1	27.8	45	66.8		62	133	286
	Topaz to Cataba	1	28.8	45	67.0		63	136	293
	Cataba to I-15	1	29.7	45	67.1		64	139	299
	I-15 to Maple	1	46.3	45	69.1		87	187	402
Rural Arterial North of Main Street	Maple to Cottonwood	1	38.1	45	68.2		76	164	353
	Cottonwood to Seventh	1	36.9	45	68.1		74	160	346
	Seventh to Hesperia	1	35.2	45	67.9		72	155	335
	Hesperia to E	1	43.8	45	68.8		83	180	387
	E to I	1	33.0	45	67.6		69	149	321
	I to Peach	1	26.7	45	66.7		60	129	279
	East of Peach	1	32.3	45	67.5		68	147	316
Willow Street	Cataba to Escondido	1	26.7	45	66.7		60	129	279
	Escondido to Fuente	1	31.7	45	67.4		67	145	312
	Fuente to Maple	1	12.0	45	63.2		35	76	163
	Maple to Cottonwood	1	25.7	45	66.5		58	126	272
Main Street	West of US 395	1	25.9	45	66.5		59	127	273
	US 395 to I-15	1	55.3	45	69.8		97	210	453
	I-15 to Escondido	1	67.3	45	70.7		111	239	516
	Escondido to Fuente	1	50.9	45	69.5		92	199	428
	Fuente to Maple	1	51.4	45	69.5		93	200	431
	Maple to Cottonwood	1	42.4	45	68.7		82	176	379
	Cottonwood to Seventh	1	50.4	45	69.4		92	197	426
	Seventh to Hesperia	1	52.0	45	69.6		94	202	434
	Hesperia to E	1	57.9	45	70.0		101	217	467
	E to I	1	59.2	45	70.1		102	220	474
	I to Peach	1	49.1	45	69.3		90	194	418
	Peach to Arrowhead Lake	1	42.6	45	68.7		82	177	380
Rock Springs Road	East of Arrowhead Lake	1	17.5	45	64.8		45	98	210

City of Hesperia Future Noise Contours

Index Key:		Arterial	1					
		Freeway w/ 5% Trucks (2.5% MT, 2.5% HT)	2					
		Freeway w/ 7% Trucks (3.5% MT, 3.5% HT)	3					
Roadway	Line	Index	ADT	Speed	100	Distance to CNEL Contour (ft)		
						70 CNEL	65 CNEL	60 CNEL
Muscatel Road	Main to I-15	1	20.8	45	65.6	51	109	236
	I-15 to Escondido	1	26.4	45	66.6	60	128	276
	Escondido to Fuente	1	30.1	45	67.2	65	140	302
	Fuente to Maple	1	17.4	45	64.8	45	97	209
	Maple to Cottonwood	1	13.8	45	63.8	39	83	179
Rural Arterial North of Ranchero Road	Cottonwood to Seventh	1	18.0	45	65.0	46	99	214
	Seventh to Hesperia	1	10.5	45	62.6	32	69	150
	Hesperia to E	1	14.5	45	64.0	40	86	185
Mesquite Street	West of US 395/I-15	1	14.8	45	64.1	40	87	188
	US 395/I-15 to Escondido	1	15.8	45	64.4	42	91	196
	Escondido to Fuente	1	8.1	45	61.5	27	58	126
	Fuente to Maple	1	9.7	45	62.3	31	66	142
Ranchero Road	I-15 to Outpost	1	40.3	45	68.5	79	170	367
	Outpost to Escondido	1	34.5	45	67.8	71	153	330
	Escondido to Fuente	1	45.2	45	69.0	85	184	396
	Fuente to Maple	1	55.8	45	69.9	98	211	455
	Maple to Seventh	1	58.8	45	70.1	102	219	472
	Seventh to E	1	55.8	45	69.9	98	211	455
	E to I	1	38.3	45	68.2	76	164	354
	East of I	1	20.3	45	65.5	50	108	232
Oak Hill Road	I-15 to Outpost	1	10.6	45	62.7	32	70	150
	Outpost to Escondido	1	5.4	45	59.7	21	45	96
	Escondido to Maple	1	19.0	45	65.2	48	103	222
	Maple to Ranchero	1	9.3	45	62.1	30	64	138
Outpost Road	Escondido to Muscatel	1	14.1	45	63.9	39	84	182
	Muscatel to Mesquite	1	28.0	45	66.9	62	133	288
	Mesquite to Ranchero	1	11.2	45	62.9	34	72	156
	Ranchero to Oak Hill	1	9.5	45	62.2	30	65	140
Mesa Linda Street	Bear Valley to Eucalyptus	1	9.4	45	62.1	30	64	139
	Eucalyptus to Smoketree	1	20.0	45	65.4	49	107	230
	Smoketree to Main	1	25.4	45	66.5	58	125	269
Cataba Road	Amethyst to Eucalyptus	1	21.4	45	65.7	52	112	240
	Eucalyptus to Smoketree	1	24.5	45	66.3	57	122	263
	Smoketree to Main	1	23.4	45	66.1	55	118	255
Escondido Avenue	Maple to Mojave	1	45.5	45	69.0	86	184	397
	Mojave to Main	1	49.5	45	69.3	91	195	420
	Main to Outpost	1	39.5	45	68.4	78	168	362
	Outpost to Muscatel	1	28.3	45	66.9	62	134	290
	Muscatel to Mesquite	1	21.6	45	65.7	52	112	242
	Mesquite to Ranchero	1	25.0	45	66.4	57	124	267
	Ranchero to Oak Hill	1	13.6	45	63.7	38	82	178
Fuente Avenue	Willow to Main	1	22.7	45	66.0	54	116	250
	Main to Muscatel	1	17.7	45	64.9	46	98	212
	Muscatel to Mesquite	1	18.8	45	65.1	47	102	220
	Mesquite to Ranchero	1	18.2	45	65.0	46	100	216
Amethyst Road	North of I-15	1	34.8	45	67.8	72	154	332

City of Hesperia Future Noise Contours

Index Key: Arterial 1
 Freeway w/ 5% Trucks (2.5% MT, 2.5% HT) 2
 Freeway w/ 7% Trucks (3.5% MT, 3.5% HT) 3

Roadway	Line	Index	ADT	Speed	100	Distance to CNEL Contour (ft)		
						70 CNEL	65 CNEL	60 CNEL
Maple Road	I-15 to Mojave	1	34.8	45	67.8	72	154	332
	Mojave to Willow	1	38.9	45	68.3	77	166	358
	Willow to Main	1	29.9	45	67.2	65	139	300
	Main to Muscatel	1	27.1	45	66.7	61	131	281
	Muscatel to Mesquite	1	25.1	45	66.4	58	124	267
	Mesquite to Rancho	1	28.1	45	66.9	62	134	288
	Rancho to Oak Hill	1	48.6	45	69.3	89	193	415
	Oak Hill to Summit Valley	1	50.9	45	69.5	92	199	428
	Summit Valley to Hwy 138	1	33.8	45	67.7	70	151	326
Rural Arterial East of Maple Avenue	Bear Valley to Eucalyptus	1	23.9	45	66.2	56	120	259
	Eucalyptus to Mojave	1	18.0	45	65.0	46	99	214
	Mojave to Willow	1	22.1	45	65.8	53	114	246
	Willow to Main	1	25.8	45	66.5	59	126	272
Rural Arterial at approximately 7th Avenue	Main to Muscatel	1	22.0	45	65.8	53	114	245
	Bear Valley to Eucalyptus	1	20.7	45	65.6	51	109	235
	Eucalyptus to Mojave	1	13.1	45	63.6	37	80	173
	Mojave to Main	1	25.1	45	66.4	58	124	267
	Main to Lime	1	18.9	45	65.2	48	103	221
	Lime to Mesquite	1	11.3	45	62.9	34	73	157
Rural Arterial at approximately 3rd Avenue	Mesquite to Rancho	1	12.7	45	63.4	37	79	170
	Bear Valley to Eucalyptus	1	17.4	45	64.8	45	97	209
Hesperia Road	Outpost to Escondido	1	11.3	45	62.9	34	73	157
	Bear Valley to Eucalyptus	1	21.5	45	65.7	52	112	241
	Eucalyptus to Mojave	1	27.0	45	66.7	60	130	281
	Mojave to Main	1	7.5	45	61.2	26	55	119
	Main to Lime	1	6.4	45	60.5	23	50	107
Rural Arterial at approximately C Avenue	Lime to Mesquite	1	5.0	45	59.4	20	42	91
	Main to Lime	1	18.9	45	65.2	48	103	221
Rural Arterial at approximately E Avenue	I to Mojave	1	15.8	45	64.4	42	91	196
	Mojave to Main	1	29.3	45	67.1	64	138	296
	Main to Lime	1	22.3	45	65.9	53	115	247
	Lime to Rancho	1	19.5	45	65.3	49	105	226
Town Center Loop	Rancho to Summit Valley	1	52.0	45	69.6	94	202	434
	Summit Valley to Rancho Las Flores	1	40.9	45	68.5	80	172	370
	Rancho Las Flores to Mesa	1	15.9	45	64.4	42	92	197
	Mesa to Rancho Las Flores	1	6.0	45	60.2	22	48	103
I Avenue	Bear Valley to Eucalyptus	1	24.5	45	66.3	57	122	263
	Eucalyptus to E	1	15.1	45	64.2	41	88	190
	E to Lemon	1	16.5	45	64.6	44	94	202
	Lemon to Main	1	30.9	45	67.3	66	143	307
	Main to Rancho	1	31.4	45	67.4	67	144	310
Rancho Las Flores	Rancho to Town Center	1	21.8	45	65.8	52	113	243
	Town Center to Mesa	1	10.3	45	62.5	32	69	148
	Mesa to Town Center	1	20.3	45	65.5	50	108	232
	Town Center to Hwy 173	1	26.6	45	66.7	60	129	278

City of Hesperia Future Noise Contours

Index Key:		Arterial	1					
		Freeway w/ 5% Trucks (2.5% MT, 2.5% HT)	2					
		Freeway w/ 7% Trucks (3.5% MT, 3.5% HT)	3					
Roadway	Line	Index	ADT	Speed	100	Distance to CNEL Contour (ft)		
						70 CNEL	65 CNEL	60 CNEL
Rural Arterial at approximately Peach Ave	Bear Valley to Eucalyptus	1	13.0	45	63.5	37	80	172
	Eucalyptus to Lemon	1	17.5	45	64.8	45	98	210
	Lemon to Main	1	16.3	45	64.5	43	93	200
	Main to Ranchero	1	14.9	45	64.1	41	88	189
Arrowhead Lake	Rock Springs to Ranchero	1	22.7	45	66.0	54	116	250
	Ranchero to Mesa	1	25.1	45	66.4	58	124	267
	Mesa to Hwy 173	1	22.2	45	65.9	53	114	246
Mesa Drive	Rancho Las Flores to Town Center	1	17.0	45	64.7	44	96	206
	Town Center to Arrowhead	1	8.1	45	61.5	27	58	126
Summit Valley Road	Town Center to Maple	1	15.5	45	64.3	42	90	194
	Maple to Hwy 138	1	20.9	45	65.6	51	110	237

FREEWAYS AND HIGHWAYS

Interstate 15	North of Amethyst	1	110.0	45	72.8	154	332	716
	Amethyst to Main	1	127.0	45	73.4	170	366	788
	Main to US 395	1	135.0	45	73.7	177	381	821
	US 395 to Ranchero	1	136.0	45	73.7	178	383	825
	South of Ranchero	1	165.0	45	74.6	202	435	938
US 395	North of Eucalyptus	1	70.0	45	70.9	114	246	530
	Eucalyptus to Smoketree	1	82.0	45	71.5	127	273	589
	Smoketree to Main	1	83.0	45	71.6	128	275	593
	Main to I-15	1	63.3	45	70.4	107	230	495
Hwy 138	West of Summit Valley	1	25.0	45	66.4	57	124	267
	Summit Valley to Maple	1	12.0	45	63.2	35	76	163
	Maple to Hwy 173	1	26.1	45	66.6	59	127	274
	South of Hwy 173	1	12.8	45	63.5	37	79	171
Hwy 173	Hwy 138 to Rancho Las Flores	1	18.0	45	65.0	46	99	214
	East of Rancho Las Flores	1	4.4	45	58.8	18	39	84
	West of Arrowhead Lake	1	19.7	45	65.3	49	106	227
	East of Arrowhead Lake	1	8.9	45	61.9	29	62	134

Table 3
Traffic Distribution per Time of Day

Vehicle Type	Percent of ADT		
	Day 7am-7pm	Evening 7pm-10pm	Night 10pm-7am
Automobile	75.51	12.57	9.34
Medium Truck	1.56	0.09	0.19
Heavy Truck	0.64	0.02	0.08

6.0 GLOSSARY OF TERMS

A-WEIGHTED SOUND LEVEL - The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

AMBIENT NOISE LEVEL - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

DAY-NIGHT AVERAGE LEVEL (LDN) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

DECIBEL (dB) - A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A) - A-weighted sound level (see definition above)

EQUIVALENT SOUND LEVEL (LEQ) - The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

FREQUENCY - The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

INTRUSIVE NOISE - That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L% - The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 is the sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

NOISE - Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

NOISE ATTENUATION - The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

NOISE EXPOSURE CONTOURS - Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

NOISE REFERRAL ZONES - Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and , in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

NOISE SENSITIVE LAND USE - Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, rest homes, convalescent hospitals places of worship and schools.

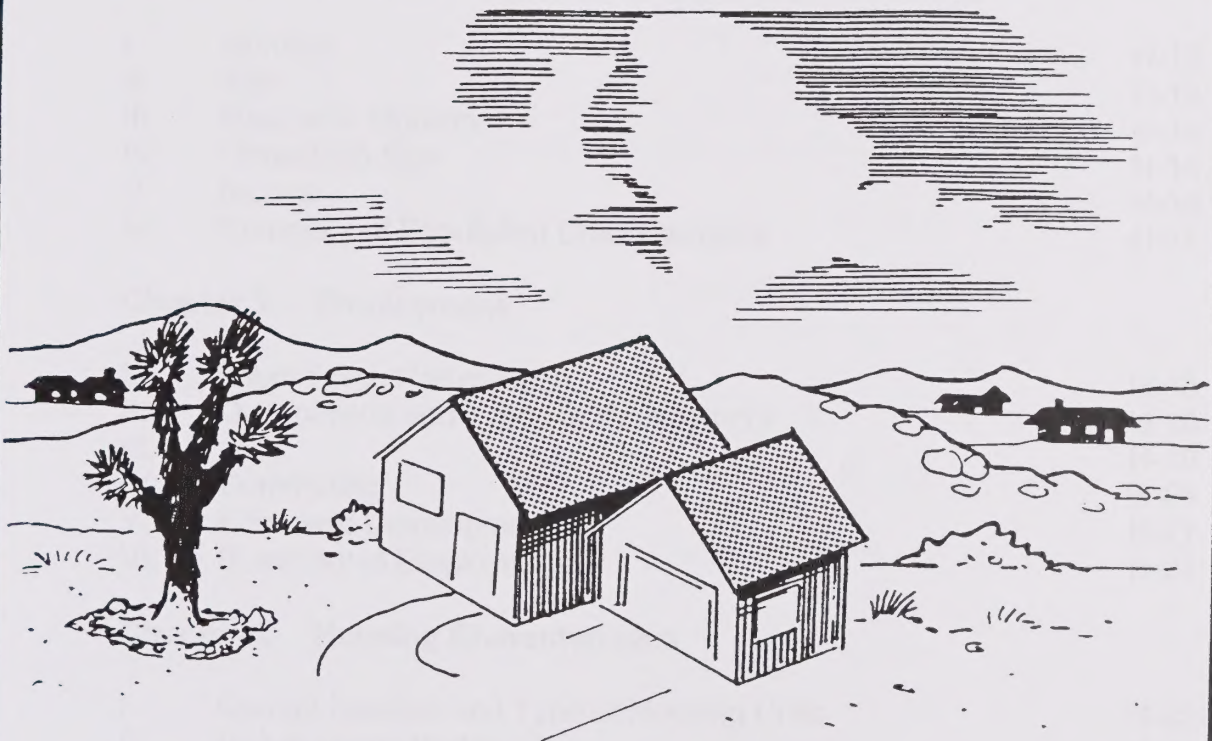
PERCENT NOISE LEVELS - See L%.

SOUND LEVEL (NOISE LEVEL) - The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

SOUND LEVEL METER - An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.



City of Hesperia General Plan



Housing Element

Year 2001 Update

City of Harrison General Plan



Housing Element
Year 2001 Update

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Housing Element-Year 2001 Update

Chapter 1. Introduction

I. Purpose of Housing Element

The Housing Element for the City of Hesperia's General Plan has been prepared pursuant to California Government Code Article 10.6, Sections 65580 through 65589.8. Each city and county in the state is required, as part of its general plan, to prepare a housing element consisting of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing." The purpose of this document is to comply with these requirements and to provide the City of Hesperia with an assessment of its housing needs and a set of quantified objectives and programs to address those needs.

II. Scope of Housing Element

The Housing Element contains an analysis of current and projected population, employment and housing characteristics of the City. The Element contains data pertaining to population projections, household size, overcrowding, income, and other demographic characteristics within the incorporated City boundaries. Housing needs of six special groups in the population are addressed: The elderly, single-parent households, large families, the handicapped, the homeless and farm workers. Additionally, housing prices in the City are compared to residents' incomes in order to create an index of housing affordability. This analysis is used to determine the City's housing needs, which in turn form the basis for goals, objectives, policies and programs developed to address the identified housing needs.

III. Development of the Housing Element and Public Participation

The City staff, under the direction of Thomas K. Harp, Deputy Director of Development Services / Community Development, prepared the Housing Element update. The City's citizen participation process included one public meeting with the Economic Development and Housing Advisory Committee on September 25, 2000, and two public meetings with the Planning Commission on August 24 and September 14, 2000. The Planning Commission's public meetings were noticed to over 90 citizen groups, churches and civic organizations. This list is attached as Appendix 1. All meetings were advertised in local newspapers. All materials reviewed by the Committee and Commission was made available to the public either at the meeting itself or by request. A public hearing on the

Draft Housing Element was held before the City of Hesperia Planning Commission on September 28, 2000, and the Element was subsequently submitted to the State Department of Housing and Community Development (HCD) for review. The City received comments and recommendations from HCD on November 16, 2000, and the Housing Element has been revised to reflect these recommendations prior to the final public hearings on the updated Housing Element.

These public hearings were advertised with display ads in the newspapers, and by invitation to the public, citizen groups and interested organizations. Notices were also distributed as widely as possible in the library, fire stations and community centers. Press releases announcing these meetings were also sent to the radio and television stations. The hearing schedule was as follows:

Public meeting with the Economic Development /Housing Advisory Committee:

July 23, 2001

Public hearing with the Planning Commission

August 9, 2001

Public meeting with the City Council

Engineering/Water/Development Committee:

August 27, 2001

Public hearing before the full City Council:

September 5, 2001

IV. Consistency With Other General Plan Elements

The Housing Element has been prepared to be consistent with other elements of the General Plan as required by State law. Residential land uses as identified in the Land Use Element, provide the basis for identification of adequate residential sites in the Housing Element. Additionally, the circulation element provides an adequate circulation system for future housing development; the noise element shields areas designated for housing use from inappropriate noise levels; the open space element provides for open and recreational space for the community's growing population; and the safety and conservation elements address environmental issues in the city.

V. Evaluation of Previous Element

The City of Hesperia was incorporated in 1988 and the City's first housing element was adopted with its initial General Plan in May 1991. Until 1993, Hesperia participated in the County's programs under the County's Community Development Block Grant programs, at which time the City applied to administer its own block grant allocation. The present housing element contained a broad range of programs, which enabled the City to develop an effective housing effort over the past eight years.

The current housing element was originally directed for a planning period ending in 1994. The City's original Housing Element set a goal for 300 units for low and moderate-income groups, 25 senior units for low-income and 75 moderate or market rate units. The City's numerical objectives in the original May 1991 Element were aimed at a forty-five month planning period ending in 1994. However, the Department of Housing and Community Development did not generate preliminary RHNA figures until November of 1999. Therefore, this revised element will contain totals that extend beyond that planning period. Although the totals may not add up to the numerical goals set in 1991, affordable housing has been provided at a greater percentage of total housing than anticipated.

Under the current Housing Element (since 1991) the following was accomplished:

A total of 2,660 dwelling units were constructed. Of these, 2,316 were single-family homes and 344 were multi-family units. Eighty-eight multi-family units were restricted for low income and 112 were targeted for low-income seniors. There were an additional 143 market-rate multi-family units constructed. The City exceeded its goals for construction of low-income senior units. Although the City has a generous supply of sites, it fell short for construction of market rate single-family and multi-family units. The City did maintain all of its scattered site and Section 8 certificates and exceeded its goal to rehabilitate 79 units by 100 units for a total of 179. The City's housing staff within the Economic Development/Redevelopment Agency has also assisted an average of 300 people annually by providing information and referrals to appropriate housing programs. Finally, three miles of sewer line was extended to the CDBG target area. This facilitated construction on 100 acres rendered unbuildable by the Lahontan Water Quality Control Board Guidelines that required sewer connection for any high-density project.

The recession of the early 1990's had a significant effect on the City, as it lasted longer than anyone expected. This was first noted in late 1991 when building activity began to drop off. Before the recession, single-family homes were permitted at a rate of over 700 dwelling units per year. This decline reached its low point in 1995, when only 165 permits were issued. Since then, the City has averaged about 200 dwellings per year. A corresponding drop in commercial and industrial growth matched this downturn. While the City never lost population (except in 1995 when the State Department of Finance adjusted population figures statewide) the lack of local employment opportunities did not encourage job seekers to locate within the City. As a result, land values had dropped an estimated 22% from their peak in 1992¹. Even after a period of economic expansion, the high desert and portions of Los Angeles County have only recently regained this lost value. For example, the median home value of a home sold in the Victor Valley has dropped from \$108,000 in 1989 to just over \$84,000 in 1999. By June of 2001, prices in

¹ First American Title Company, Median Home Price Statistics, 1990-2000

Hesperia have rebounded to an average of \$111,900.

This element is revised to reflect the different economic conditions that have taken place at the local, regional, State and national levels. This will reflect that these conditions have created one of the most affordable climates for new and resale homes. While the City has retained many of its existing programs designed to encourage the construction of affordable housing for the lowest incomes, there is a substantial emphasis on the provision of infrastructure and business attraction to provide breadwinner jobs within the Community. We will also be looking at changes to our zoning ordinance to encourage mixed uses in our downtown area to make maximum use of infrastructure that is available in this area.

The list of programs in the existing element were too broad based and were developed based on participation with the County that ran programs that were more regional in scope. Consequently, many of these programs relied on coordination with adjacent cities and agencies that were similarly affected by the recession. The City will continue to pursue relationships with regional agencies (SCAG, SANBAG) as well as the State to acquire grant funds and implement our housing program.

As comparatively little housing was being constructed, there was even less incentive to build rent-restricted housing. Therefore, actions related to housing design standards that relied on construction of new housing could not be implemented as planned, since market rate development is not subject to either the provisions or incentives, nor are they rent restricted. However, the City did implement the density bonus program for the two Opportunity Builders projects built in 1998 and 1999. Also, the sales price and rental data shows that Hesperia provides a significant amount of affordable housing as a natural function of the local market conditions.

The City has been successful in protecting the affordability of existing units and preserving housing. As mentioned above, a total of 179 units were rehabilitated since 1994. Also, the City has maintained all 136 section 8 units and 39 scattered site units.

An average of \$750,000 is distributed every year to eligible uses such as various community development, economic development, public facilities and public services, as well as other programs and projects. The City has been successful in distributing its CDBG allocations in every budget year. Many civic organizations have received grants from the City from these CDBG funds. These include High Desert Homeless Shelter, Little Stingers, Meals on Wheels, Mohave Deaf Services, Inland Fair Housing Mediation Services, County Library and rehabilitation assistance. In addition, Code Enforcement and Sheriff's operations have been augmented to benefit our CDBG target area. Federal regulations require that no more than 15% of the City's annual entitlement be used for public service activities.

The City has previously been zoned to accommodate a variety of housing types. No actions to provide additional sites are required in the foreseeable future. Land use approvals for development projects have, to the extent possible, been expedited to provide new dwellings. The City will develop an ordinance to implement mixed use zoning to provide greater flexibility in design of housing units as well as allow proximity to commercial and public services.

The only constraint that operated for market rate housing is the recession economy that depressed the demand for investment and construction in the early 1990's. As demand was depressed by the recession, programs that depended on low cost financing or "soft seconds" were not available as increasing unemployment diminished the pool of eligible buyers. The City will not depend on these programs, and instead will utilize the down payment programs such as those offered by Pacific Housing Finance Authority.

After this current planning period, the City is discontinuing its Emergency Repair Program. Experience has shown that under this grant program, applicants were unwilling to make all of the necessary repairs to bring their units up to standard. In addition, the program was competing with the City's Housing Repair Loan Program. Generally, homeowners utilizing the loan program were making more judicious use of the funds to repair and improve their properties.

As mentioned above, the City has an abundance of available land. The majority of the City's residential zoning is for single-family housing, which reflect the historic demand for such housing in the Victor Valley. As the other adjacent cities also have abundant land, the incentive to work with them to develop a shared senior program was diminished by the recession. However, the City did develop 112 senior units in 1999, and will continue to work with builders affiliated with the California Tax Credit Allocation Committee to develop more projects.

In conclusion, the City's five-year plan has been revised to target the programs that the City will concentrate on during the balance of the planning period (see Chapter 11). This plan is consistent with components of the City's Consolidated Plan for the years 2000-2004. The most important needs to be addressed are:

- preservation of affordable housing,
- homeless needs,
- special needs for the frail elderly and aging,
- persons with disabilities,
- youth services,
- public facilities,
- infrastructure improvements, and
- public services

The slate of programs offered by the City of Hesperia reflects the needs of the citizens as reported in a survey taken in January and February of 2000. The survey is attached as Appendix 2. Of the first 10 items ranked as a high priority need, five of these are addressed by the City's housing program. These priorities include street improvements, residential property maintenance, youth services and centers, and rehabilitation of residential units. The citizen's priorities show that the City's program is tailored to the City's demographic situation. As we have a client base with limited incomes, and a significant stock of older homes, rehabilitation, emergency repair and first-time buyer programs are emphasized. Since over 26% of residents rent, the first time homebuyer program will also increase the percentage of home ownership in the City. This emphasis on home ownership is justified by the fact that the City's average household size of 3.21 (Department of Finance estimate) persons is higher than the state's average of 2.87. The 2000 Census estimates the City at 3.13 persons. Larger families require higher rate of single-family homes to accommodate our population.

The City will continue to offer development incentives for projects that are targeted for very-low, low income and senior groups. Incentives include design and improvement concessions, priority processing, and financial incentives. The City will use its CDBG entitlement to assist community groups, augment code enforcement and sheriff's patrols and construct infrastructure to improve our target areas. The Redevelopment Agency will continue to focus its required set-aside funds on rehabilitation, down payment assistance and financial incentives for development projects with income or age restrictions.

VI. Note on Data Sources

The City of Hesperia is located in the high desert region lying to the north of the San Bernardino Mountains in San Bernardino County (Figure 1). The Hesperia Planning Area includes both the City's incorporated boundaries of 68.9 square miles and the sphere of influence of an additional 42 square miles, a total area of approximately 111 square miles. The planning area may be generally described as extending from Bear Valley Road on the north, the National Forest on the south, the Mojave River on the east and Baldy Mesa Road to the west (Figure 2).

The City was not incorporated until 1988, but the 1980 Census did report data for a Census Designated Place (CDP) called Hesperia. The geographic area of this CDP was smaller than the area of the present planning area, so the population and unit counts for the Hesperia CDP in the 1980 Census do not include all the population and units in the geographic area that became the City of Hesperia and its sphere of influence in 1988. Some data was derived from State Department of Finance estimates as of January 2000.

Other demographic data was supplied by National Decision Systems, Census 90 Update (1999). Additional data is based on the current building permit records for the last complete year on record (1999). Finally, we used preliminary 2000 and complete 1990 Census data where no other source was available.

The City's boundaries have grown since the last element was adopted. Currently, the City consists of 68.9 square miles. Significant additions include land west of the freeway as well as the Rancho Las Flores Specific Plan. The remaining annexations were project-based additions. In addition, the City's sphere has been expanded. In 1994, LAFCO granted an expansion west to Baldy Mesa Road. This expansion was made with the understanding that the City will complete a community plan for the area before any additional annexations were considered. The City and County have completed a draft plan as well as the required EIR. At this time, the City is preparing for public hearings on this plan.

The City and indeed the entire County experienced tremendous growth during the 1980's and early 1990's. However, the effects of the recession as well as the closing of George Air Force Base had a tremendous impact on the City. The production of single-family homes has dropped to about 25 percent of 1990 levels. Similar reductions were felt in the City's commercial and industrial growth. While the City's General Plan EIR estimated growth at about 11 percent annually, the City's actual growth since 1991 has been about 2 percent.

Figure 1
City of Hesperia Regional Setting

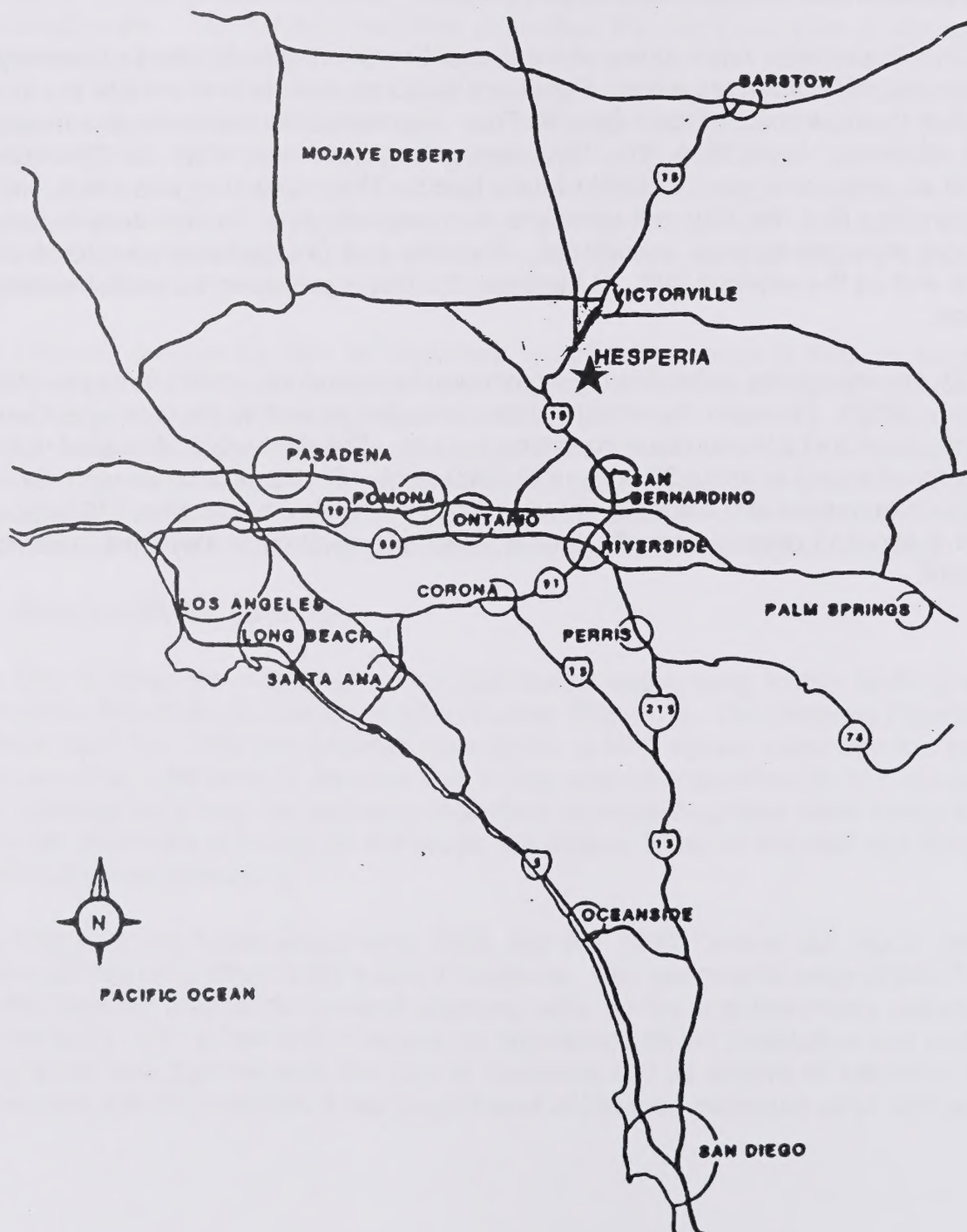
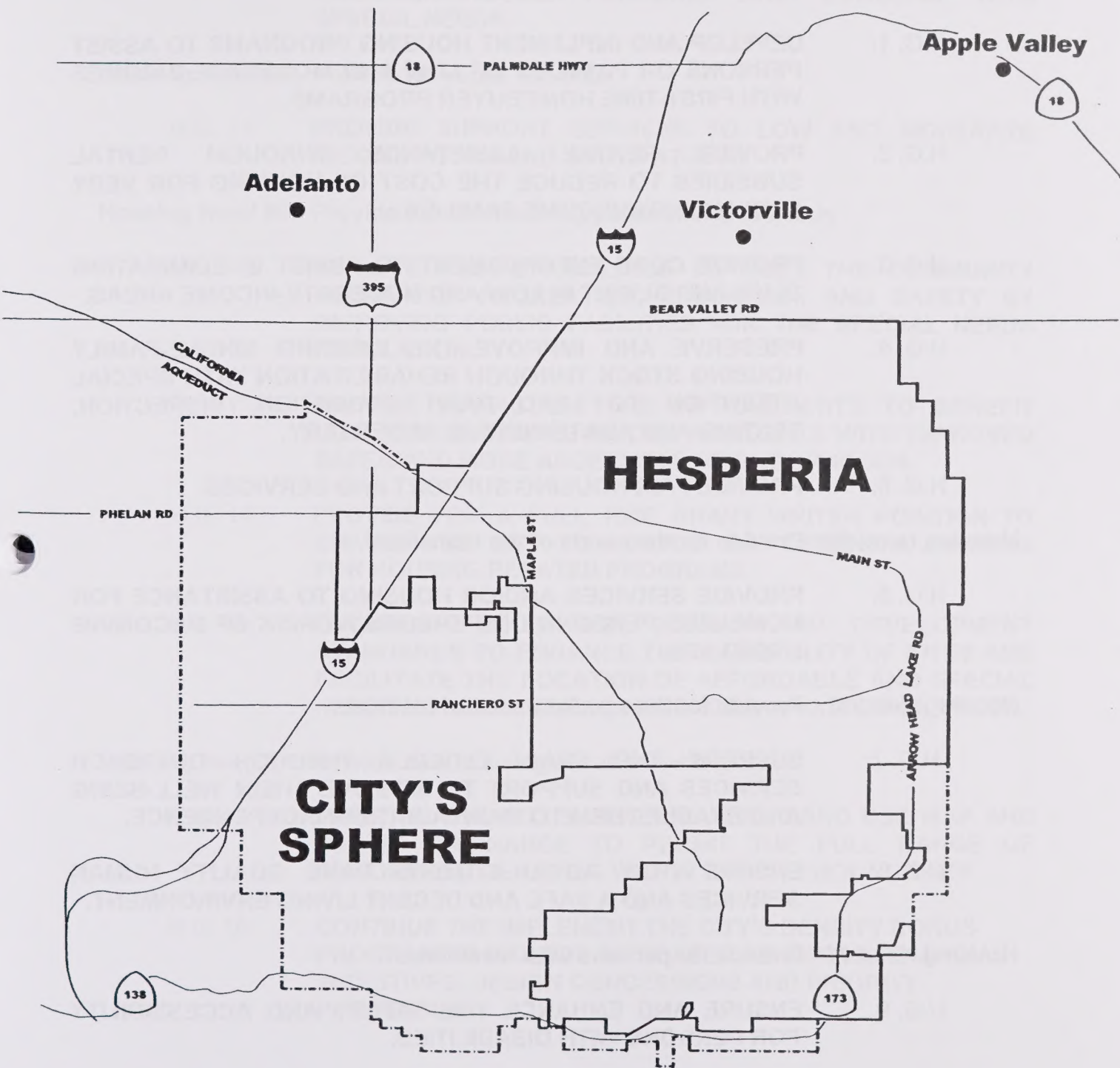


Figure 2
City of Hesperia Boundary and Sphere of Influence



VII. Summary of Housing Needs and Goals

Housing Need #1: Preservation of affordable housing

- H.G. 1: DEVELOP AND IMPLEMENT HOUSING PROGRAMS TO ASSIST PERSONS OR FAMILIES OF LOW AND MODERATE INCOMES WITH FIRST-TIME HOMEBUYER PROGRAMS.**
- H.G. 2: PROVIDE RENTAL ASSISTANCE THROUGH RENTAL SUBSIDIES TO REDUCE THE COST OF HOUSING FOR VERY LOW AND LOW-INCOME FAMILIES.**
- H.G. 3: PROVIDE CODE ENFORCEMENT TO ASSIST IN ELIMINATING SLUM AND BLIGHT IN LOW AND MODERATE-INCOME AREAS.**
- H.G. 4: PRESERVE AND IMPROVE THE EXISTING SINGLE-FAMILY HOUSING STOCK THROUGH REHABILITATION WITH SPECIAL ATTENTION TO LEAD PAINT EDUCATION, INSPECTION, TESTING AND ABATEMENT AS NECESSARY.**
- H.G. 5: PROVIDE FAIR HOUSING SUPPORT AND SERVICES.**

Housing Need #2: Provide for the needs of the homeless

- H.G. 6: PROVIDE SERVICES AND/OR HOUSING TO ASSISTANCE FOR HOMELESS PERSONS OR PERSONS AT-RISK OF BECOMING HOMELESS.**

Housing Need #3: Provide for the special needs of residents

- H.G. 7: SUPPORT THE FRAIL ELDERLY THROUGH OUTREACH SERVICES AND SUPPORT TO IMPROVE THEIR WELL-BEING AND ENABLE THEM TO MAINTAIN THEIR INDEPENDENCE.**
- H.G. 8: ENSURE THAT AGING CITIZENS HAVE QUALITY HUMAN SERVICES AND A SAFE AND DECENT LIVING ENVIRONMENT.**

Housing Need #4: Provide for persons with disabilities

- H.G. 9: ENSURE AND ENHANCE THE SAFETY AND ACCESSIBILITY FOR PERSONS WITH DISABILITIES.**

- H.G. 10: PROVIDE PUBLIC SERVICE ACTIVITIES FOR LOW AND MODERATE-INCOME PERSONS, AND PERSONS WITH SPECIAL NEEDS.

Housing Need #5: Provide for youth services

- H.G. 11: PROVIDE SUPPORT SERVICES TO LOW AND MODERATE INCOME YOUTH AND YOUTH AT-RISK.

Housing Need #6: Provide for non-housing public facilities needs

- H.G. 12: IMPROVE PUBLIC FACILITIES TO MEET THE COMMUNITY NEEDS FOR RECREATION, EDUCATION, AND SAFETY BY IMPROVING PUBLIC FACILITIES FOR THE SPECIAL NEEDS POPULATION.

- H.G. 13: PROVIDE INFRASTRUCTURE IMPROVEMENTS TO BENEFIT LOW AND MODERATE-INCOME RESIDENTS WITH IMPROVED SAFER AND MORE ACCESSIBLE NEIGHBORHOODS.

- H.G. 14: PROVIDE FOR A FULL TIME GRANT WRITER POSITION TO ENABLE THE CITY TO PURSUE SUPPLEMENTAL FUNDING FOR HOUSING RELATED PROGRAMS.

- H.G. 15: ESTABLISH MIXED USE ZONING AND DEVELOPMENT STANDARDS TO ENHANCE THE AVAILABILITY OF SITES AND FACILITATE THE LOCATION OF AFFORDABLE AND SPECIAL NEEDS HOUSING NEAR COMMERCIAL AND CIVIC SERVICES.

Housing Need #7: Provide new housing for all income groups

- H.G. 17 MAINTAIN THE CITY'S GENERAL PLAN LAND USE MAP AND ZONING ORDINANCE TO PERMIT THE FULL RANGE OF RESIDENTIAL DENSITIES WITHIN THE CITY BOUNDARIES

- H.G. 18 CONTINUE THE IMPLEMENT THE CITY'S DENSITY BONUS PROGRAM TO INCLUDE INCREASED DENSITIES, FINANCIAL INCENTIVES, DESIGN CONCESSIONS AND PRIORITY PROCESSING

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Chapter 2. Analysis of Population

I. Number

Current Population

According to 1990 Census data, Hesperia's population grew by 272% between 1980 and 1990, making it among the ten fastest growing cities in the state. In 1980, Hesperia was a Census Designated Place (CDP) with 13,540 people. In 1990, the City had population of 50,418. The City experienced a significant slowdown in growth after 1991. This was largely due to the recession and the closing of George Air Force Base. By the 2000 census, the City has an estimated 62,582 inhabitants.

Future Population

Hesperia expects to experience continued population growth for another ten to twenty years, with as many as 120,000 people in the City by the year 2020. The City's adopted sphere of influence contains an additional 42 square miles of land, some of which may eventually be incorporated into the City as population expands. Total population in the combined area could reach 138,000 people by 2020. The Hesperia General Plan area at buildout could accommodate 320,000 persons.² The 1980, 1990 and 2000 population in the City and the County is depicted in Table 1.

TABLE 1
POPULATION
City and County 1980, 1990 and 2000

	City of Hesperia		San Bernardino County	
		%Change		% Change
1980	13,540		895,016	
1990	50,418	272%	1,418,380	58%
2000	62,582	24%	1,689,281	19%

Source: California State Department of Finance, Census 2000 and Hesperia Planning Division.

² City of Hesperia Planning Department, Draft Oak Hills Community Plan, Rancho Las Flores Specific Plan and Summit Valley Ranch Specific Plan

II. Age

There were minor changes in Hesperia's age structure between 1990 and 2000. In 1990 32.8% of Hesperia's population was under 18; by 2000 the percentage of that age group stayed the same. The proportion of those aged 65 and older dropped slightly, from 11.4% of the population in 1990 to 11.0% in 2000. In 1990 median age in Hesperia was 30.49; by 2000 median age had risen to 32.0. The current age composition of the City is shown in Table 2.

TABLE 2
AGE COMPOSITION 2000
City of Hesperia

<u>Age</u>	<u>Number</u>	<u>Percent</u>
0 - 4	4,937	7.9%
5 - 9	5,851	9.3%
10 - 14	6,183	9.9%
15 - 19	5,571	8.9%
20 - 24	3,748	6.0%
25 - 34	7,280	11.6%
35 - 44	9,837	15.7%
45 - 54	7,650	12.2%
55 - 64	4,637	7.4%
65 +	6,888	11.0%
Total	62,582	100.0%

Source: Census 2000

Based on 1990 Census figures, approximately 584 residents over age 65 are living in poverty. According to the District Social Security Office³, among those receiving Social Security benefits, 395 were also receiving Supplemental Security Income (SSI), which is based on economic needs.

³ Located in the City of San Bernardino.

III. Race and Ethnicity

The 1990 census data indicates that 85.7% of the population was White, 9.5% Other, with Native Americans, Asian and Blacks at 4.8%. In 2000 these estimates are White, 74.3%, Other, 19.1% and 6.6% for Native Americans, Asians, and Blacks. People of Hispanic origin increased from 18.5% to 29.4%. The current ethnic breakdown of the City's population is shown in Table 3.

TABLE 3
ETHNICITY

Ethnic Group (Persons)	1990	2000
White	85.7%	74.3%
Other	9.5%	19.1%
Black	2.5%	4.0%
Asian Pacific	1.4%	1.3%
Native American	0.9%	1.3%
Total	100%	100%
Hispanic Origin (Part of white pop.)	18.5%	29.4%

Source: 1990 Census and 2000 Census

These figures indicate that a greater percentage of Hesperia's growing population is Hispanic, with other non-white ethnic groups remaining at the same in proportion to the overall population.

IV. Household Size

Household size in Hesperia is increasing. Between 1980 and 1990, Department of Finance estimates set the average household at 2.7 persons in 1980 and 3.04 persons in 1990. A survey of a sample of Hesperia households conducted in 1989 by CIC Research, Inc. found an average household size of 3.1 persons. Department of Finance figures show that this trend has continued through the 1990's. The current figure for 2000 is 3.21 persons per household. The 2000 census calculates at 3.13 persons. Increases in household size will result in a demand for larger housing units.

V. Income

Table 4, which compares 1990 and 1999 income categories in Hesperia, shows minor changes in the City's income structure. For households earning less than \$74,999, the proportion of households in almost every category decreased, while the proportion of households earning \$75,000 or more grew. Changes in the number of households in each category are also compared. While there was growth in the number of households in all income categories under \$50,000, those households increased at the same rate as the population as a whole. But the number of households earning between \$75,000 and \$99,999 in 1990 grew by 33% over the number of households in 1980, and the number earning more than \$100,000 grew by 46%.

These higher income households represent households who moved into Hesperia since 1990 to purchase houses on one half acre or larger lots that were priced below the median house price in the county, and significantly below home prices in Los Angeles and Orange counties.

But the change in income distribution should not be allowed to mask the fact that there are still many households in Hesperia with low incomes. In 1999, 72% of all households earned less than the County's median income of \$47,200.

TABLE 4
1990 AND 1999 HOUSEHOLD INCOME⁴

<i>Hesperia 1990 (in 1990 dollars)</i>			<i>Hesperia 1999 (in 1999 dollars)</i>			
Income Group	Number	Percent	Number	Percent	Change from 1990 to 1999	<i>Change in Percent of the City's Households</i>
0 - 4,999	709	4.3%	722	3.7%	6.4%	-0.6%
5,000 - 14,999	3,139	19.0%	3,810	19.5%	21.4%	+0.5%
15,000 - 24,999	2,793	16.9%	3,635	18.6%	30.1%	+1.7%
25,000 - 34,999	2,743	16.6%	2,815	14.4%	2.6%	-2.2%
35,000 - 49,999	3,437	20.8%	3,986	20.4%	15.9%	-0.4%
50,000 - 74,999	2,727	16.5%	3,186	16.3%	16.8%	-0.2%
75,000 - 99,999	675	4.1%	898	4.6%	33.0%	+0.5%
100,000 - 149,000	262	1.6%	370	1.9%	41.2%	+0.3%
150,000+	66	0.4%	97	0.5%	46.9%	+0.1%
Total Households		16,551	19,519 ⁵			

⁴ National Decision Systems Census 90, 1999 Update.

⁵ Hesperia households in 1999 based on Department of Finance estimates.

VI. Summary of Population Characteristics

Hesperia's population increased during the 1990's. However, the percentage of older persons (over 65) and younger persons (under 18) did not change during the decade. The income structure also changed, with increases in the number of households earning over \$75,000. Average household size increased from 3.04 to over 3.13 persons per household. While the 1990 population was 85% white, by 2000 changes in the ethnicity of Hesperia's population showed that Hesperia's younger families are becoming more ethnically diverse, with Hispanics (29.4%) being the majority of this increase. The percentage of Black, Asian Pacific and Native Americans increased only slightly.

Chapter 3. Employment

I. Labor Force Participation

The active labor force is defined by the U.S. Department of Labor as the population 16 and older who are seeking employment. In 1990, the Hesperia labor force comprised about 20,534 people. In 1999 labor force increased to 26,031. The active labor force, or labor force participation, is always smaller than the group of all possible workers. Statewide in 1990, the labor force participation rate is 68.1%; at about 59%; the rate is considerably lower in Hesperia, with about 18,786 persons not in the labor force. However, this doesn't include statistics for those who have stopped looking for work or who want to enter the workforce but aren't able to find work. This group of people is called discouraged workers and its members aren't counted by the State.

The 1990 Census estimated Hesperia's unemployment rate at 9.3%, a rate higher than the statewide-adjusted rate for May 1990, which was 5.1%⁶. Currently, real unemployment in Hesperia is higher. The State's Employment Development Department reported that in 2000 that Hesperia's unemployment rate at 5.8%. The County's current rate is reported at 4.8% and the California's is 4.9%.

II. Occupations and Types of Employment

Table 5 shows the distribution of occupations in the workforce, while Table 6 shows the types of employment available in Hesperia. Since 1990 the occupational structure in the City has changed very little, with slight increases in the proportion of professionals and skilled trades and decreases in the proportion of sales workers and transportation. These occupations still make up more than 70 percent of the jobs in the City. According to the Employment Development Department, the building trades with approximately 4,100 persons, and the School District, with 1,360 employees, are the two largest employers in the community. If new housing units continue to be built at rates prevailing between 1990 and 1999, both the school district and the building industry will continue to be important sources of employment for Hesperians.

⁶ California Department of Employment Development, Sacramento.

TABLE 5
OCCUPATION⁷
1990 and 1999
City of Hesperia

<u>Occupation</u>	<u>1990</u>	<u>1999</u>
Professional/ Technical	10.6%	10.7%
Manager/Owner	9.1%	9.1%
Clerical	13.4%	13.4%
Sales	13.4%	13.2%
Crafts & Production	22.5%	22.6%
Transportation	7.4%	7.3%
Service	12.6%	12.5%
Household Service	0.4%	0.4%
Operators (not transportation)	4.4%	4.5%
Laborers (non-farm)	5.1 %	5.3%
Farmers/Forestry/Fishing	1.1%	1.0%

Source: National Decision Systems, Census 90, 1999 Update

III. Jobs

Figures from the 1990 Census estimate that there are a total of 18,503 jobs in the Hesperia General Plan Area in 1990. The 1999 estimate from the Department of Finance is 22,700. Table 6 shows the distribution of employment by sector in 1990 and 1999. The current job distribution appears to be dominated by manufacturing, construction, service and retail

⁷ In 1999 there are an estimated 44,835 people in the labor force and 23,084 jobs. The unemployment rate is estimated at 4.25%.

TABLE 6
EMPLOYMENT BY SECTOR
1990 and 2000

<u>SECTOR</u>	<u>1990</u>	<u>2000</u>
Agriculture	0.9%	0.9%
Mining	0.4%	0.3%
Construction	17.6%	16.0%
Manufacturing	12.0%	11.2%
Transportation	5.8%	5.7%
Communication	3.9%	2.9%
Wholesale Trade	3.6%	3.6%
Finance/Real Estate	5.0%	5.2%
Retail Trade	20.5%	20.0%
Services	24.7%	29.0%
Government	5.6%	5.2%

Source: Urban Decision Systems, Labor Force Trends, 1995

employment, which make up more than 77 percent of the City's employment. Gobar & Associates, consultants who analyzed the City's 1988 business land use, found that a substantial amount of built space on industrially zoned land is actually used for purposes that might more accurately be classified as commercial. A significant portion of industrial and manufacturing firms utilize their location to market as well as build their products bypassing traditional distribution networks. The emergence of the World Wide Web will only accelerate this trend. The City should look to implementing mixed use zoning in these areas to accommodate these land uses and attract additional job producing industries.

The land use pattern established by revising the City's land use element and zoning code may substantially alter the pattern of business land use and jobs, resulting in a stronger emphasis on high-wage commercial and industrial sector employment. Public sector employment is expected to remain in nearly the same proportion to the City's population and development activity. A total of 54,000 jobs are predicted in 2020. This represents an improvement in the Jobs/Housing balance from .68 in 1994 to 1.14 in 2020. The City and its redevelopment agency, as well as the efforts of neighboring cities in the Victor Valley, will continue their efforts to attract job producing businesses and industries.

IV. Commuting

The 1989 study conducted by CIC Research, Inc. found that about one third of Hesperians work in the City itself, while two thirds commute to other Victor Valley cities as well as out of the area. Within the group of commuters, 30% work in Victorville and other high desert communities, 16% commute to other areas in San Bernardino County, 12% to Los Angeles County and another 9% to Orange, Riverside or other Southern California locations. Recent statistics reinforce this pattern as 56% of workers in 1999 commute less than 30 minutes to their job. This would get most residents to work in the Victor Valley as opposed to driving to a job "down the hill". The availability of well paying jobs in the Valley is being enhanced by the efforts of the four cities to provide incentives to prospective employers, as well as the improved economy.

V. Economic Development

Although the economy is improving, there are many more workers in Hesperia than there are jobs; as a result, in 1999, almost half of Hesperia's work force commutes more than 30 minutes to other communities. Furthermore, there aren't enough higher wage jobs in the current employment mix and projected numbers of higher wage jobs are insufficient to meet the needs of Hesperia's changing population. This lack of higher paid technical and professional work leads to commuting to other job centers and depresses earning possibilities for non-commuting Hesperians. The City has established the Economic Development Department, which seeks to attract employers and retail businesses to the City. This department also administers the City's housing programs.

VI. Summary of Employment

The number of workers in Hesperia exceeds the number of jobs available in the City and surrounding area. Almost half of the City's workers commute, other areas in the county, and to Los Angeles, Orange, and Riverside counties. Commuting will continue to be necessary for Hesperia's workers, even if the proportion of jobs to workers improves, because retail development within the City provides a numerically significant amount of jobs in the low-wage commercial sector compared to the more highly paid industrial and office employment. The City has taken steps to provide for the city's economic development. The Economic Development department has offered incentives to businesses that create jobs within the City. In addition, there is a program to encourage realtors to lease tenant spaces in vacant buildings. The City publishes a list of available sites suitable for commercial and industrial developments. The Redevelopment Agency incentives are memorialized in owner participations agreements that require job creation and a minimum term of operation within the City.

Chapter 4. Housing Characteristics

I. Current Number and Type of Housing Units

According to Hesperia Planning Department records, there are 20,760 housing units in the City of Hesperia, of which 81% are single family detached units, 1.4% are condominiums or townhouses, 12.8% are apartments and 4.5% are mobile homes. Based on a vacancy rate of 4.66%, the number of households is 19,793. 73.7% (14,589) are owner occupied and 26.3% (5,205) are rented (see Table 7).

TABLE 7
SELECTED 1990 AND 2000 HOUSING CHARACTERISTICS
City of Hesperia

	1990 ⁸		2000	
	Number/Value	Percent	Number/Value	Percent
Number of Dwelling Units	17,359		20,760	
Number of Households	16,551		19,793	
Vacant D/U	808	4.6%	967	4.6%
Persons per Household	3.04		3.21	
Single Family Detached D/U	13,712	79.0%	16,890	81.3%
Single Family Attached D/U	285	1.6%	285	1.4%
Multi-Family D/U	2,449	14.1%	2,648	12.8%
Mobile Homes	913	5.2%	937	4.5%
Percent Owner Occupied	12,164	73.5%	14,587	73.7%
Median Household Income				
San Bernardino/Riverside		\$33,800		\$47,400 ⁹
Median House Price				
San Bernardino/Riverside		\$133,000		\$157,000
Victor Valley (1990)		\$108,000	Hesperia (2001)	\$111,900

⁸ 1990 and 2000 Department of Finance estimates.

⁹ State Department of Housing and Community Development, income limits, dated March, 2000

Residential land use in Hesperia differs somewhat from the County as a whole where, in 2000, 68.6% of residential structures were single family homes, 3.7% were condominiums or townhomes, and 20.3% were apartments, with about 7.3% mobile homes. (See Table 8)

TABLE 8
1999 HOUSING CHARACTERISTICS

County of San Bernardino

	<u>Number/Value</u>	<u>Percent</u>
Number of Households	521,879	
Persons per Household	3.16	
Dwelling Units	610,317	
Single Family Detached	418,949	68.6%
Single Family Attached	22,964	3.8%
Multi-Family 2-4 Units	40,177	6.6%
Multi-Family 5 + Units	83,459	13.7%
Mobile Homes	44,828	7.4%
Vacant D/U	88,438	14.5%
Incorporated D/U	88,339	9.2%
Unincorporated D/U	433,540	33.4%
Percent Owner Occupied	no data	
Median Household Income	\$ 47,400	
Median Home Price		
San Bernardino County	\$107,000	

Source: 2000 Department of Finance. Quarterly Economic Report, SANBAG, April 2000.

Since 1990 the relative proportion of single family homes in Hesperia has increased from 79.0% to 81% of the total housing stock, while the proportion of multi-family units has decreased from 14.1% to 12.8%. Mobile homes only comprise 4.5% of all 2000 housing units, while in 1990 they represented 5.2% of the total. The vacancy rate in Hesperia is estimated at 4.66%. This is the vacancy rate calculated by the Department of Finance. This estimate has not varied much during the 1990's.

II. Mobilehome Parks

Nine mobilehome parks, containing a total of 570 mobilehome units, currently exist in Hesperia. One mobilehome park (Willow Oaks Estates) is located within the City's Sphere of Influence and includes 71 additional units. No new mobilehome parks have been established during the current planning period.

Elderly households (55 years of age and older) occupy approximately 77.5% (496) of these units, with many of these households on fixed incomes and/or retired. Family households occupy 22.5% (145) of these units. At least 90% of the units are owner-occupied, while the remaining homes are used as rentals.

A windshield survey conducted by City staff in March 2000 indicated that all of the mobilehome parks were in above-average to average condition. As indicated on Table 9, the mobilehome parks are located in Multiple-Family zoning districts of (3,000) R-3 and (6,000) R-2. These residential zone districts are reflected on the City's Land Use Plan, with the exception of the Joshua Mobilehome Park, which is included within the Industrial/Commercial designation. The Joshua Mobilehome Park is surrounded primarily by industrial land uses, with scattered commercial uses. Based upon existing land uses, the incompatibility and inconsistency of residential land uses next to established industrial uses, and the potential for negative environmental impacts to the residential land uses, this area was designated Industrial/Commercial on the draft Land Use Map. As such, the Joshua Mobile Home Park is a legal non-conforming use, allowed to remain for the useful life of the Park.

Table 9
Mobilehome Parks In The City of Hesperia

Name & Address of Mobilehome Park	# Of Units	Zoning	General Plan Land Use Designation	Type Of Park	# of Spaces	Spaces Vacant	Rent Single Space	Rent Double Space	% Occupancy by Elderly 55+	% Occupancy by Families
Coral Isle Mobilehome Park 9426 Tamarisk, Hesperia	70	(6,000) R-2	Medium High	Family	72	2	217	236	70%	30%
Grandview Mobilehome Manor 8562 'C' Ave., Hesperia	50	(3,000) R-3	High	Family	51	1	279	289	10%	90%
Hesperia Mobilehome Park 9120 Hesperia Rd., Hesperia	31	(3,000) R-3	High	Elderly	40	9	228	None	100%	0%
High Chaparral Mobilehome Park Lime & 'G' Streets, Hesperia	85	(3,000) R-3	Medium High	Family	117	32	276	304	20-30%	70-80%
Joshua Mobilehome Park 10701 'G' Ave., Hesperia	40	(3,000) R-3	Industrial/ Commercial	Elderly	40	0	203	None	100%	0%
Juniper Trailer Park 9241 'C' Ave., Hesperia	75	(3,000) R-3	Medium High	Elderly	80	5	195	217	100%	0%
Sage Mobile Estates 9152 'C' Ave., Hesperia	99	(3,000) R-3	Medium High	Elderly	99	-0-	190	210	100%	0%
Santa Fe Mobilehome Park 8655 Santa Fe Ave., Hesperia	45	(3,000) R-3	High	Elderly	49	-4-	279	279	100%	0%
Rancho Santa Fe Mobilehome Park 9161 Santa Fe Ave., Hesperia	75	(3,000) R-3	High	Elderly	88	13	240	250	100%	0%
Willow Oaks Estates 12550 Main St., Hesperia (Sphere of Influence, Area 2)	71	R-3 & C-2	Medium High	Family	72	1	None	350	75%	25%
TOTAL	641				708	67	\$234.00	\$266.00	77.5	22.5

MEDIUM: 4.1 - 6.0 dwelling units per acre MEDIUM HIGH: 6.1 - 10.0 dwelling units per acre HIGH: 10.1 - 15.0 dwelling units per acre

Although the Industrial/Commercial designation may result in the future loss of up to 40 units, the Land Use Map provides for adequate Medium High and High designations on which mobilehome park development may occur.

As indicated on the Multiple Family Land Inventory (see Appendix 2), 10,985 units could potentially be established in the Medium High and High designations shown on the Land Use Plan.

III. Projected Number and Type of Units

The City's proposed land use element will permit a number of changes of land use patterns in the Hesperia planning area over the next twenty years. The City's land use plan designates 25,661 acres of residential land, permitting the development of a total of 65,600 units within the City, exclusive of Rancho Las Flores. At ultimate build out, the percentage of single-family dwellings will be reduced while that of multi-family uses will increase. However, if past housing construction trends continue over the remainder of the 7.5 year planning period, construction of new single family detached units will continue to take precedence over development of multi-family dwellings. Despite the number of multi-family sites, only 395 rental units have been built in the City since 1989, compared to 3,760 single-family units. Therefore, despite an adequate supply of land designated for multi-family development (1,599 acres designated for up to 5-15 du/ac) on the City's Land Use Plan, it is anticipated that at build out 46,080 or 70% of all units will be single family units while 19,520 or 30% of units will be multi-family developments--condominiums, townhouses, zero-lot line developments and apartments.

Demographic trends in the City indicate that the need for new multi-family residential development is increasing. Seventy-six percent of the City's households had incomes below \$50,000 in 1999; and 53 percent of households in Hesperia can purchase the median-priced home in the Victor Valley. The City's housing analysis, including the low vacancy rate, indicates that the supply of rental units is not sufficient to meet the needs of those who can't afford to buy. The City must identify methods and implement programs to encourage new construction of multiple-family units if it is to meet the housing needs of its population. Possibly the most effective method the City can employ at this time would be construction or financing of the infrastructure needed to support such development, particularly sewers.

The City has spent \$775,000 of Community Development Block Grant funds to provide sewers to a multiple-family designated area within the City's CDBG target area. Most of this neighborhood was currently unsewered and septic systems were experiencing failure; The provision of sewer lines opened up new development opportunities for affordable housing in a centralized area of the community within walking distance of commercial and public services.

Since 1989, the City has approved building permits for 395 multiple-family dwelling units and 96 motel units. An additional 174 units have been granted development entitlements. In the future, the City will work to establish public financing programs so as to assist the ultimate construction of these approved units.

Because of the identified need for development of additional multi-family housing, the City conducted a detailed land inventory of sites designated for higher densities on the General Plan Land Use Map (see Appendix 2). Available sites were examined with respect to infrastructure capacity, proximity to services, and buildout potential. From this analysis, the City concluded that adequate sites exist for development of new multi-family housing, and that availability of sites is not a constraint to such development.

IV. Existing Subsidized Housing

Currently, in Hesperia, there are a total of 136 households receiving Section 8 rental assistance and 39 households living in units operated by the San Bernardino County Housing Authority Scattered Site Housing Program. Nine Scattered Site program households are 1-bedroom units, 18 have two bedrooms and 12 have three bedrooms.

Hesperia Regency Apartments, located at 8522 'C' Avenue, is a 100 unit complex which received a density bonus and governmental assistance from San Bernardino County's Housing Incentive Program (H.I.P.). Twenty-five units were committed as affordable housing to lower income households, made available for rent or lease at a rent not exceeding the maximum affordable rent and income limits set forth in the Affordable Housing Rental Agreement, dated June 22, 1987.

The apartment project consists of 100 units on 4.49 acres at a gross density of 22.27 units per acre. The average size of the one-bedroom units is 708 square feet, the two-bedroom/one-bath units are 890 square feet and the two-bedroom/two-bath units are 1,039 square feet.

Monthly rent for the one-bedroom units ranges from \$450 to \$495. The two-bedroom, one-bath units rent from \$545 to \$570 and the two-bedroom, two-bath units rent for \$575 to \$595. Although these units have lost their contracted status as affordable units, the rent levels are still within the qualifying ranges of incomes for families as determined by the Department of Housing and Community Development.

Santa Fe Apartments, located at 8963 Santa Fe Avenue East, is an 89 unit complex for low income and senior residents. The project was completed in 1998 and is fully occupied. The project received assistance from the City's Economic Development Division and Planning Division. The projects received a 3% density bonus and is 100% allocated to low-income residents. The term of the agreement is for 55 years as required in order to receive financing by the State Tax Credit Allocation Committee.

The project consists of 16 two-bedroom, one-bathroom units (835 sq. ft.), 48 three-bedroom, two-bathroom units (1,065 sq. ft.), eight four-bedroom, two-bathroom units (1,264 sq. ft.) and 16 one-bedroom, one-bathroom units (671 sq. ft.) plus a manager's unit. The project has a density of 14.9 units per acre.

Rents will be based on income but the average monthly rent will be \$335 for the one-bedroom, \$405 for the two-bedroom, \$466 for the three-bedroom and \$517 for the four-bedroom apartments. Minimum income requirements will vary from \$8,064 for the one-bedroom to \$12,480 for the four-bedroom apartment.

Three-Palms Apartments, located at 9800 Seventh Avenue, is a 113 unit complex for low-income senior residents. The project received assistance from the City's Economic Development Division. The project received a 75% density bonus and is 100% allocated to low-income, senior residents. The term of the agreement is for 30 years in order to receive financing as required by the state Tax Credit allocation Committee.

The project consists of 92 one-bedroom, one-bathroom units (700 sq. ft.) and 20 two-bedroom, one-bathroom units (900 sq. ft.) plus a manager's unit. The project has a density of 22.9 units per acre. Rents will be based on occupancy and will be about \$495 for the one-bedroom and \$566 for the two-bedroom apartment.

In 1999, the City has entered into a joint powers agreement with the California Cities Home Ownership Authority. This agency provides a "lease to own" program in many California cities. This program allows participants with up to 140% of median income to build equity in a home for an initial thirty-eight month lease period. After the thirty-eight month period the participant can then assume the balance of a conventional 30-year fixed-rate mortgage through Freddie Mac. Since this program is not limited to first time buyers, the program's benefit will cover a significant portion of the residents and housing stock in the City.

V. Housing Tenure

Hesperia has a very high rate of homeownership, and the rate of homeownership in Hesperia has slightly increased over the past ten years. By 1990, 73.5% of respondents to CIC Research, Inc.'s survey said they were homeowners. National Decision Systems estimated that in 1999, 73.7% of Hesperia's households were owner occupied and 26.3% were renter occupied.

VI. Overcrowding

A household is typically considered to be "overcrowded" when the number of persons living in the house is greater than the number of rooms, excluding bathrooms and kitchens. Overcrowded households are usually a reflection of the lack of affordable housing available. Households who cannot afford housing units suitably sized for their families are often forced to live in housing that is too small for their needs, which oftentimes may result in poor physical condition of the dwelling unit.

According to the 1990 census, about 4.8% of the housing units were overcrowded according to Census standards (1.01 or more persons per room). About one quarter of these units were severely overcrowded (more than 1.51 persons per room). Based on this percentage, in 2000 overcrowded households would amount to 950 units, with 700 owner occupied and 250 occupied by renters.

There are two indications to support the existence of overcrowded households:

- There is a lower vacancy rate for Hesperia in 2000 (4.66%) than the vacancy rate in 1980 (6.73%);
- Department of Finance estimates indicate that household size in Hesperia increased from 3.04 persons in 1990 to 3.21 persons in 2000 (2000 Census, 3.13 persons);

Although these factors indicate an overall increase in household size, it should be noted that the number of available dwelling units in Hesperia increased from 17,563 in 1990 to 20,760 in 2000 (over 18%), and that the general trend was to increase average dwelling unit size during this period. In addition large families, (five or more persons), did not increase in the previous planning period. The percentage remained at about 18.1%.

VII. Housing Age and Conditions

Table 10 shows the age of Hesperia's housing stock by year built. Less than 2,000 units, or 8.9% of the housing stock, were built before 1970. Another 3,604 units, or 17.7%, were built between 1970 and 1979, and 11,545 units (56.7%) were built between 1980 and 1989. In the 1990's, another 3,389 units were completed. Again, this shows the significant slowdown in housing production caused by the recession.

Table 11 shows the results of a survey of housing conditions by area, conducted by the City of Hesperia Planning Division. The survey team evaluated a random sample of 50 multi-family and single-family structures in each of seven city areas, and 45 structures within the City's CDBG target area.

The estimated number of structures needing repair was calculated by dividing the number of sampled units with deficiencies in each area by the total number of structures sampled. The resulting percentages were applied to the total number of structures in each area, in order to estimate the number of structures in the area needing repair or rehabilitation.

The boundaries of each area surveyed and survey results are shown in Appendix 3. Residential structures were evaluated and classified by the following four categories: (1) sound, (2) needing maintenance, (3) needing rehabilitation, and (4) dilapidated. Only the last two categories, needing rehabilitation and dilapidated, are summarized in Table 11.

The survey considered exterior conditions only. Based on the survey sample, the City estimates that 70% of multi-family dwellings are in sound condition; 28.8% needs some maintenance; and 1.2% (249 structures) needs rehabilitation. Staff identified no structures classed as dilapidated, but City records show that ten structures have been demolished since 1990. Based on this number, staff estimates that .05% (10 structures) are dilapidated within the City.

The types of repairs included in category 3, "needs rehabilitation" included exterior paint, broken windows, door replacement, sagging rooflines and broken fences. These are not difficult repairs but very low-income homeowners might need financial assistance to help pay for such repairs. The City's Economic Development Department operates two programs that assist homeowners and rental property owners in the Hesperia area to pay for housing repairs. These programs are the Housing Rehabilitation Loan Program for owner-occupied units, and the Rental Rehabilitation Program. Between July 1994 and June 1999, these two programs served 179 Hesperia households at a cost of \$960,000 (excluding administrative costs.) Structures categorized as dilapidated were those needing two or more major repairs. County rehabilitation loans for very low-income homeowners could be used to improve the condition of these buildings. The survey did not identify structures needing replacement. However, the survey examined only a random sample of units and such structures may be identified at a later time.

VIII. Summary of Housing Characteristics

The City of Hesperia's housing stock is dominated by single-family dwellings on lots of one-half acre or larger. Only 12.8% of the City's units are multi-family units. Most households in the City are homeowners, and rates of home ownership increased between 1980 and 1990. The City's housing stock is new, with 73.4% of all units constructed since 1980. This stock is generally in good condition. A random survey of residential buildings found that only 1.2% of all residential structures sampled needed one or more major repairs and none were dilapidated. In 1990, 5% of the City's households were estimated to be overcrowded.

Mobilehome parks in the City and sphere area, containing 641 dwelling units, were found to be in average to above average condition, and were predominantly owner-occupied. Almost 78% of the mobilehomes were occupied by elderly households.

The City's land use plan provides sites for 81,440 units at buildout with a gradual change of the mix of housing types. At buildout, multi-family units will comprise 24% of the housing stock. It is estimated that very few multi-family units are being built in Hesperia at the present time; only 282 multi-family units were completed between January 1989 and December of 1999 and 113 are currently under construction. Multi-family units are the most affordable type of housing in Hesperia, and the supply of these units is not sufficient to meet current needs. Subsidized housing units are also in short supply. Only 136 households are assisted through the County's Housing Authority programs, and 39 additional units are available at affordable rents under the County's housing incentive program. However, 655 multi-family units have received approval from the Planning Division since March 1989. An additional 69 units are currently being reviewed by the Building & Safety Division. This represents 2.7 percent of the City's total identified new construction need (2,509) during the planning period.

TABLE 10
AGE OF HOUSING STOCK
City of Hesperia

<u>Year Built</u>	<u>Number of Units</u>	<u>Percent</u>
1939 (or earlier)	56	.3%
1940-1949	56	.3%
1950-1959	704	3.4%
1960-1969	996	4.9%
1970-1979	3,604	17.7%
1980-1989	11,545	56.7%
1990-1999	3,389	16.7%
Total	20,350	100%

Source: Data for 1979 and earlier from 1980 Census data (includes only the area of the 1980 Census Data Place (CDP)). City Building and Safety Division.

TABLE 11

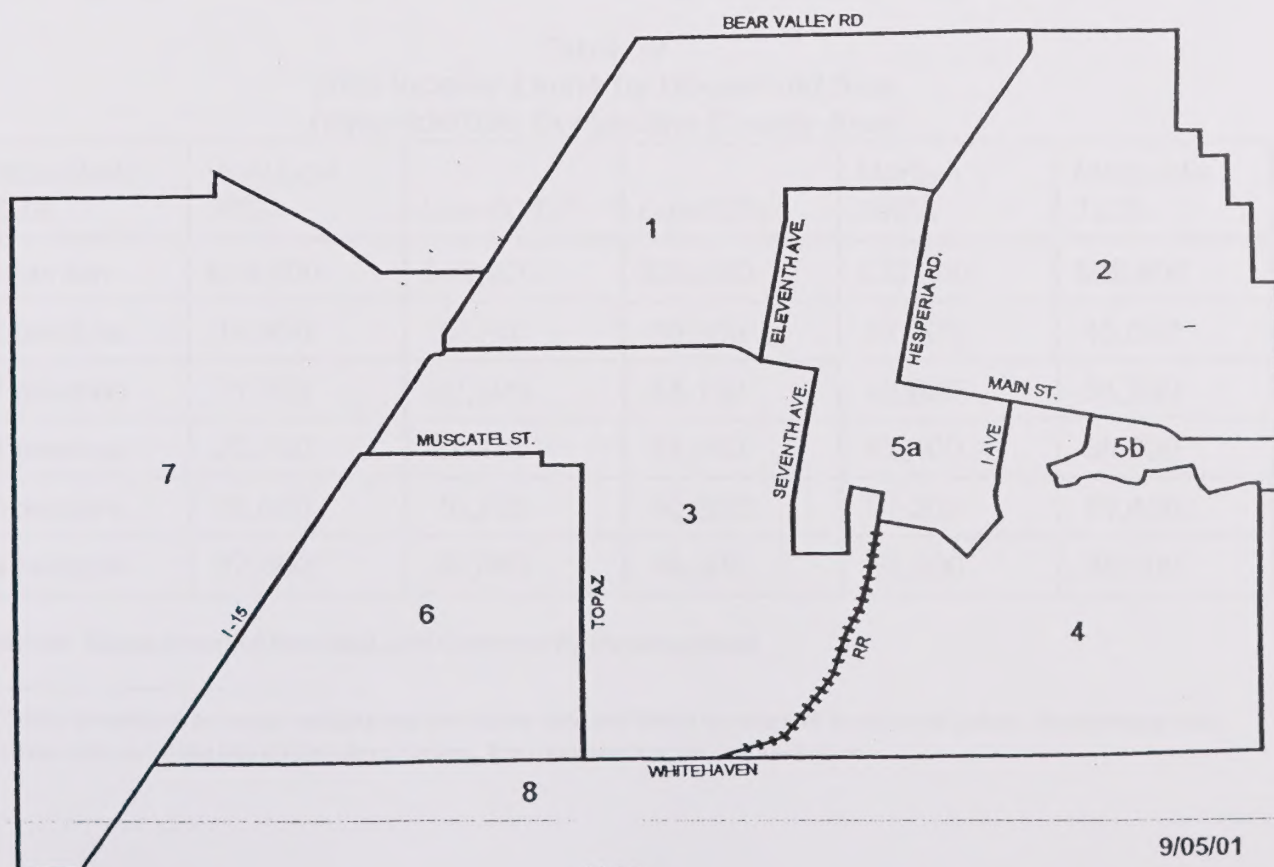
HOUSING CONDITION BY AREA

Zone	Houses Surveyed	Number of Dwelling Units	Housing Condition			
			Sound	Maintenance	Rehabilitation	Dilapidated
1	50	4,464	33	15	2	0
2	50	2,912	30	19	1	0
3	50	3,237	39	11	0	0
4	50	3,691	38	12	1	0
5 A	30	2,083	16	14	0	0
5 B	15	450	12	3	0	0
6	50	478	47	3	0	0
7	50	826	31	19	0	0
8	50	248	31	18	1	0
Totals	395	18,389	277	114	5	0

Data collected on 4-3-2000 by City Building Inspectors

The survey examined the external condition of residential structures, not dwelling units.

Since some of the structures are multi-family buildings containing more than one unit, the total number of structures is smaller than the total number of units in the City.



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Chapter 5. Housing Needs Description

This section assesses Hesperia's housing needs and compares housing costs to ability to pay. Issues relating to six special needs groups are addressed separately in Chapter 6.

I. Definitions

Income Levels

The Southern California Association of Governments (SCAG) is the regional organization responsible for identifying each community's "fair share" of regional housing need. SCAG identifies four income groups in its regional assessment: very low, low, moderate and above moderate. The definitions of these income groups, based on federal criteria are:

1. **Very low income:** a very low-income household is one that earns 50% or less of area median income.
2. **Low income:** a low-income household is one that earns between 50% and 80% of area median income.
3. **Moderate income:** a moderate-income household is one that earns between 80% and 120% of area median income.
4. **Above moderate income:** an above moderate-income household is one that earns over 120% of area median income.

In the Riverside/San Bernardino County Area in 2000, the median income established by the Department of Housing and Community Development is \$47,400. Table 12 shows the income limits for moderate, low and very low-income households of varying sizes.

Table 12
2000 Income Limits by Household Size
Riverside/San Bernardino County Area

Household Size	Very Low 50%	Low 60% ¹⁰	Low 80%	Median 100%	Moderate 120%
1 person	\$16,600	\$19,920	\$26,550	\$33,200	\$39,850
2 persons	18,950	22,740	30,350	37,900	45,500
3 persons	21,350	22,590	34,150	42,650	51,200
4 persons	23,700	28,440	37,900	47,400	56,900
5 persons	25,600	30,720	40,950	51,200	61,400
6 persons	27,500	33,000	44,000	55,000	66,000

Source: Department of Housing and Community Development

¹⁰ 60% of median is an income category now used by the state and federal governments for tax credit projects, density bonus units and other state rental and new construction programs. It is considered low, not very low income.

SCAG Current Need and Regional Fair Share

The SCAG Regional Housing Need Assessment (RHNA) provides two measures of community housing need. The first, existing need, uses 1990 Census data to estimate the number of lower income households in the community who are paying more than 30% of income for housing. The second, regional fair share is an estimate of the number of units in the four income categories that should be produced or preserved over the 7½ year planning period in order to meet the community's fair share of regional housing needs.

II. Housing Costs vs. Ability to Pay

In general, housing costs are lower in Hesperia than in many other parts of the region. In fact, both new and existing housing in the Victor Valley is the most affordable in California. In 1990 the median price was \$109,000. As mentioned earlier, the recession of the early 1990's depressed home prices significantly. Data from the Victor Valley Multiple Listing Service for the years from 1997 to 2001 shows that the median sale price for a single family home has risen from \$83,000 to \$111,900. This data does not include HUD sales. HUD sales generally run about 10% less than the regular market and comprise about 5% of the total homes sold.

A. Home Ownership

Table 13 indicates that the price of homes in Hesperia are still more affordable than homes in other parts of the State. Even with recent increases, the median value of \$111,900 is still significantly lower than the Riverside/San Bernardino County area (\$157,000) or the State (\$257,000). Although the data from the California Association of Realtors (Appendix 7) includes HUD sales, the difference in prices, and thus affordability, is still significant.

Comparing the qualifying incomes in Table 14 with the median price data in Table 13 can draw a picture of the home ownership opportunities for Hesperia's residents. This comparison shows that over 40% of current residents can afford the median priced home. This also compares favorably with 1990, when only 35% could afford the median priced home.

It should be noted that Table 14 uses conventional financing as a basis for comparison. While higher income households can conceivably afford a 20% down payment, those households earning near the poverty level cannot be expected to save the amount necessary. This underscores a

need to provide mortgage assistance programs to make home ownership possible.

TABLE 13

THE "PULSE" of HIGH DESERT REAL ESTATE							
(Data from Victor Valley Multiple Listing Service)							
Larry Trombley: C21 Rose Realty: 760-949-8302: C21Larry@aol.com							
(does not include HUD sales)							
	Homes	Sold	Ratio	Average	Average	Average	\$
	for	this	of	size	age	sale	per
	sale	month	sold	sold	sold	price	Sq.Ft
Hesperia							
1st qtr. 97	357	38	9	1605	14	82244	\$51.25
2nt qtr. 97	345	48	7	1638	15	83030	\$50.70
1st 1/2 97	351	43	8	1621	15	82637	\$50.97
3rd qtr. 97	343	46	7	1571	14	79891	\$50.86
4th qtr. 97	356	40	9	1708	15	88004	\$51.52
2nt 1/2 97	350	43	8	1639	15	83948	\$51.21
1997	350	43	8	1630	15	83292	\$51.09
1 st qtr. 98	340	38	9	1672	14	80660	\$48.25
2nt qtr 98	376	48	8	1661	15	86657	\$52.17
1st 1/2 98	358	43	8	1666	15	83659	\$50.21
3rd qtr. 98	422	54	8	1615	17	85280	\$52.79
4th qtr. 98	423	65	7	1628	15	85877	\$52.76
2nt 1/2 98	422	60	7	1622	16	85579	\$52.78
1998	390	51	8	1644	15	84619	\$51.47
1st qtr. 99	372	53	7	1601	18	83510	\$52.15
2nt qtr. 99	324	66	5	1631	16	89527	\$54.89
1st 1/2 99	348	59	6	1616	17	86519	\$53.53
3rd qtr. 99	346	59	6	1653	17	96628	\$58.44
4th qtr. 99	363	53	7	1585	17	90583	\$57.16
2nt 1/2 99	354	56	6	1619	17	93606	\$57.82
1999	351	58	6	1618	17	90062	\$55.68
1st qtr. 00	304	46	7	1644	16	94303	\$57.35
2nt qtr. 00	295	58	5	1686	17	101202	\$60.01
1st 1/2 00	300	52	6	1665	17	97753	\$58.70
3rd qtr. 00	349	61	6	1666	18	100865	\$60.54
4th qtr. 00	325	54	6	1619	18	102456	\$63.27
2nt 1/2 00	337	58	6	1643	18	101661	\$61.89
2000	318	55	6	1654	17	99707	\$60.28
1st qtr. 01	276	47	6	1700	15	112735	\$66.33
1st 1/2 01	303	56	5	1676	17	111934	\$66.77
Past 6 months	303	56	5	1676	17	111934	\$66.77

TABLE 14
INCOMES REQUIRED FOR HOME PURCHASE¹¹
Hesperia Families

<u>Sales Price</u>	<u>Down Payment 20%</u>	<u>Monthly Payment (PITI)</u>	<u>Qualifying Income</u>	<u>Percent Who Qualify</u>
\$50,000	\$10,000	473	\$16,440	75.8%
75,000	15,000	710	24,640	57.2
85,000	17,000	805	27,960	53.1
95,000	19,000	900	31,240	48.1
105,000	21,000	994	34,520	43.7
115,000	23,000	1,088	37,800	39.7
125,000	25,000	1,138	41,080	35.7
145,000	29,000	1,373	47,680	24.7
165,000	33,000	1,563	54,280	20

¹¹ Assumes 9% finance, 1.5% Tax and Insurance, 360 month term payment and 30% of income for housing expenses.

B. Rent Levels and Affordability

The comparison of income and rent in Table 15 shows that the majority of the City's residents can afford the existing rental housing. If affordable housing is considered as housing that costs no more than 30% of income, then the City's rental housing (inclusive of 3-bedroom apartments) is affordable to 68% of the City's households while about 32% may be forced to pay larger portions of their incomes for rent (more than 30% of income is considered rent burden). About 11,400, or 58% of Hesperia households, earn less than 80% of the County's median income for a family of four. But only 136 households receive Section 8 rental assistance while an additional 127 families live in other subsidized housing.

Based on rents only, the market data suggest that rental housing is affordable to most Hesperia households. However, when added to the numbers of current households priced out of the ownership market, the rental stock is not sufficient to meet either the present demand or the future demand generated as families age and children leave home to set up new households. There are only 2,559 apartment units in Hesperia in 1999 compared with about 11,400 households who may not find an affordable ownership unit on the market. This is not a problem for many of those 11,400 households who may not have high incomes but who bought a home before prices increased. But it could increasingly become a problem for the adult children of middle-income homeowners. Should they choose to continue to live in Hesperia, those young adults will not be able to buy a home and will find apartments in very short supply.

TABLE 15
RENT LEVELS AND AFFORDABILITY
City of Hesperia, 1999

<u>Unit Type</u>	<u>Number of Bedrooms</u>	<u>Average Rent</u>	<u>Affordable Income Level</u>	<u>Percent of¹² Hesperia Households</u>
Apt.	1	\$350	\$14,000	79%
Apt.	2	448	17,920	71
Apt.	3	581	23,240	68
House	2	602	24,080	57
House	3	750	30,000	51
House	4	883	35,320	44

Source: City of Hesperia

III. Potential Loss of Subsidized Housing Units

The City contains two large projects approved by the City's density bonus program. These projects provide 200 units that are restricted to senior or low-income households.

The two projects sponsored by Opportunity Builders have received density bonuses. In return, these units are reserved for senior and low-income households for periods of 30 and 55 years, respectively. As these units were approved in 1998 and 1999, the earliest date the expiration of the density bonus agreements would be 2029. Therefore, these units are not considered at risk for the foreseeable future. The 89-unit project is completed and occupied. The 113-unit project is completed and is being rented at this time.

In addition, Hesperia Regency Apartments, located at 8522 "C" Avenue in Hesperia is the only existing housing project that was subject to loss of low-income units during the previous planning period. This project received assistance from San Bernardino County's Housing Incentive Program (HIP) in June 1987, and low-income use restrictions apply. The project received a 59% density bonus, prioritized processing and scheduling, and technical assistance from the County throughout the development process. The date of change from low-income use was June 22, 1997.

¹² Assumes 30% of income spent on rent.

The project was constructed in 1988-89 and is in good condition. Occupants of the complex include a variety of household types, including single people, married couples with no children, families, and elderly households.

Resources for Preserving Subsidized Housing Units

There are three types of resources the City may use in preserving at-risk units. The first of these is the San Bernardino County Housing Authority (SBCHA), which has the capability to acquire and manage assisted housing units in order to preserve their use for low-income households. In 1989, SBCHA created a non-profit organization in order to have more flexibility in assisting localities in producing much needed affordable housing.

The SBCHA has been in existence for 50 years. SBCHA subsidizes and manages over 5,000 existing Section 8 units in the County, of which 136 are in the City. They have purchased numerous housing units for the Scattered Site Housing Program throughout the County. These units are rehabilitated and leased to Section 8 applicants. SBCHA manages 39 scattered site units in Hesperia.

A second resource available to the City is the Low/Moderate Housing Fund, which will be implemented through the City's Redevelopment Agency. These funds, as they become available, may be used to preserve at-risk units.

Finally, the City became an Community Development Block Grant (CDBG) entitlement city in 1993 and has since received an average of \$700,000 in annual funding for use in various programs, including the provision of affordable housing, as well as for infrastructure within the City's designated CDBG target areas.

Housing Programs to Preserve Subsidized Units

Housing program efforts to be undertaken to preserve assisted housing units include: 1) requiring that all units developed under any of the City's affordable housing programs remain affordable for the longest possible time or at least 30 years; 2) requiring protection of affordable assisted ownership units for the exclusive use of households who meet the eligibility criteria established for the initial sale and resale (adjusted for inflation); 3) assuming monitoring responsibilities for the government assisted units implemented under the County's Housing Incentive Program (HIP) in order to keep track of assisted housing projects in the City and maintain compliance requirements.

IV. SCAG Overpayment Estimates

SCAG estimated that there were 19,320 housing units in Hesperia in 1998. Based upon this figure, SCAG estimates that there are 8,497 lower income households in Hesperia, and that 5,125 (60%) of these households are paying more than 30% of their monthly income in housing costs (26.5% of total households). Of those households overpaying for housing, SCAG estimates that 2,684 are owners and 2,441 are renters.

V. Regional Fair Share

NEW CONSTRUCTION

State law requires that cities use the Regional Housing Needs Allocation (RHNA) numbers established for their regional area to determine housing needs. Therefore, the City has referenced the RHNA numbers as established by the Southern California Association of Governments (SCAG), which are based on 1999 Census estimates. SCAG's determination of the City's fair-share housing needs is based on a 7.5-year planning period. (Tables 16 and 17)

The Southern California Association of Government (SCAG) April 1998 Growth Forecast estimates a household growth for Hesperia of 2,302 units, a vacancy adjustment of 95, and a housing unit loss adjustment of 112 units totaling a construction need of 2,509 units or approximately 335 units annually over the 7.5 year planning period.

Table 16

RHNA New Construction Need 1998-2005			
	Hesperia	San Bernardino County	% Of Total
Household Growth	2,302	98,279	2%
Vacancy Adjustments	95	7,563	0%
Housing Unit Loss Adjustment	112	3,303	3%
Total Construction Need	2,509	94,019	3%

Table 17

RHNA Housing Construction Need by Income		
	Number	Percent
Very Low	624	25%
Low	449	18%
Moderate	560	22%
Above Moderate	876	35%
	2,509 or 335 units per year	

Source: SCAG, RHNA Estimates 7.5 Planning Period

Although Hesperia's housing stock increased by more than 1,000 units a year between 1980 and 1990 growth slowed considerably after 1991. New home construction has averaged around 200 units per year since 1995. Table 18 shows housing costs by qualifying income levels for the three years completed since the planning period began. Since the 7.5-year planning period for this housing element began in January 1998, 791 units have already been built. Table 18-A shows construction activity during each of these three years applied to the City's RHNA in each of the income categories. These totals include 590 units of single-family construction and the 89 low-income units and 112 senior, low-income units built during 1998 and 1999.

Table 18
HOUSING COSTS BY QUALIFYING HOUSEHOLD INCOME LIMITS

INCOME LEVEL ¹³	1998		1999		2000	
	Maximum Annual Income	Qualifying Loan Amount	Maximum Annual Income	Qualifying Loan Amount	Maximum Annual Income	Qualifying Loan Amount
Very Low	\$ 23,250	\$ 65,000	\$ 23,600	\$ 66,000	\$ 23,700	\$ 66,300
Low	\$ 37,200	\$ 104,000	\$ 37,750	\$ 105,500	\$ 37,900	\$ 106,000
Moderate	\$ 55,800	\$ 156,500	\$ 56,650	\$ 159,000	\$ 56,900	\$ 159,500
Above-Moderate	>\$ 55,800	>\$ 156,500	>\$ 56,650	>\$ 159,000	>\$ 56,900	>\$ 159,500

The qualifying loan amount is based upon a 29% debt to income ratio loan approval and a fixed 8% annual percentage rate on the loan.

¹³ The income provided is based upon Department of Housing and Community Development income limits for a family of four.

The single-family construction was allocated by using the valuations assigned by the uniform building code, plus the average land value for the lot. These valuations were compared to the qualifying loan amounts generated by the maximum annual incomes for each of the income categories for each calendar year. Table 18-A shows the 791 units that have been constructed against the City RHNA during the first three years of the planning period. Of these, 331 units are single-family units that could be purchased and occupied by households that would meet the income limits for the very-low, low and moderate categories. While the table shows progress towards meeting the City's RHNA, there is still a particular need to construct additional units targeted for the very-low and above moderate-income groups.

**Table 18-A
Construction Activity Towards RHNA by Income Category**

Income category	RHNA Allocation	Units built in 1998	Units built in 1999	Units built in 2000	Const. Need by 2005
Very Low	624	0	0	1	623
Low	449	125	147	11	166
Moderate	560	44	88	115	313
Above-Mod	876	108	89	63	616
Totals	2,509	277	324	190	1,718

The housing market in Hesperia is producing a greater share of affordable housing for the region as a whole. The median income has risen from \$33,800 in 1990 to \$47,400 in 2000, while the average home price has dropped from \$108,000 in 1990 to \$84,000 in 1999. In addition, market rent levels for apartments and homes have not kept pace with rising incomes in the region. Table 15 shows that for most housing types, a significant percentage of households in Hesperia can still afford to rent an apartment or home.

The RHNA Calculator provided by SCAG on their website shows that the City of Hesperia is a community of "average impaction". That is, our lower income distribution of households is relatively close to the region as a whole. Hesperia has 1% more than the region's percentage of very low-income households, 4% more than low-income households and 3% more than moderate-income households. In addition, Table 17 shows that while 25% of the City's construction need should be for low-income households, the greatest share (35%) should be for above moderate-income units.

The City maintains a down-payment assistance program (DAP) to enable potential homebuyers to overcome the barrier of saving enough to make a purchase. City records indicate that those who have been assisted under this program have moved into older homes. The newest homes constructed in the City during the current planning period are generally marketed at a higher price range, and DAP applicants have qualified for a lower mortgage payment in an older home.

VI. Summary of Housing Need

Hesperia's housing needs is typical of small cities experiencing suburbanization due to proximity to metropolitan areas. As with many small rural towns, prior to 1980 Hesperia was comprised primarily of senior citizens and working families of modest means, most of whom owned their home. Beginning in the late 1970's, demand from more affluent workers in the Los Angeles basin for affordable homes and a safe, healthy environment had a impact on the residents of Hesperia, on land values and on the cost of housing. Although there was tremendous growth between 1980 and 1990, the recession of the early 1990's depressed housing costs and land prices. While the economy has recently improved, this has not yet been reflected in Hesperia's housing costs. Single-family homes are available for under \$75,000 and a considerable amount of property designated for apartments is available.

While it has seen extraordinary growth in its housing supply, and is capable of accommodating even greater growth, depressed land values have not spurred construction of higher density apartments in great numbers. However, the existing inventory of homes at affordable prices should accommodate a considerable number of lower income homebuyers. The City does need to maintain programs to assist these buyers in making the down payment to initiate their purchase.

While there are large increases in the upper income groups in Hesperia, there continues to be a substantial number of very low-income households in the community who may need housing assistance. SCAG estimates that there are at least 5,125 lower income Hesperia homeowners and renters who are currently paying more than 30% of their incomes for housing. In 1999, 25% of Hesperia households had incomes below 50% of the area median income. As Hesperia's population grows, there will continue to be lower income families who need rental and ownership housing opportunities that the market cannot provide.

There are only 2,559 apartments in the City and about 11,400 low-income households that earn less than 80% of the area's median income. This shortage of apartments will mean that, in the future, children who grow up in Hesperia and

wish to remain will not be able to find an apartment, and no homes will exist in their price range. Those middle and lower income workers who are essential to any growing city-teachers, construction workers, sales and service workers, will not be able to live in Hesperia if current trends continue.

The City has recently assisted through our Density Bonus program in the construction of two projects to create over 200 units affordable to lower income and senior households. In addition, housing programs are identified in the element to preserve these assisted housing units in order to maintain the City's existing affordable housing. An indication of the City's level of affordability is that the RHNA allocation shows that while 25% of the City's construction need has been identified for lower income households, the greatest share (35%) should be for above moderate incomes.

Chapter 6. Special Needs

State housing law identifies a number of population groups with special housing needs, requires estimates of the number of people in those groups, and identification of resources to meet their housing needs. Those special needs groups are: the elderly, large families, female-headed households, the handicapped, the homeless and farm workers.

This chapter contains information on the estimated needs of each of these groups within Hesperia, and a summary of potential methods of meeting these needs.

I. Elderly

A. Need

The elderly, (both renters and owners) continue to have the highest number of cases of housing cost burden, showing 55 percent of the households spending more than 30 percent of their income on housing, and 49 percent spending more than half of their incomes on housing. The cost burden may be higher for the elderly considering they are on fixed incomes that do not necessarily increase with housing costs.

Elderly homeowners may be unable to perform necessary repairs due to the large portion of their income used for rent. In comparison, cost burden for elderly owner occupied households seems to be less serious to that of renter households, with the exception of owners spending over 50 to 80 percent of their income on housing.

As housing costs continue to increase, elderly households on fixed incomes, above the federal poverty guidelines, will begin to need some assistance.

Despite the slight decrease in the percentage of Hesperia's population age 65 and over (Table 2), the actual numbers of such persons has increased over the last ten years along with the overall increase in the general population. In 1980 there were approximately 3,409 persons over 65. The 1990 Census estimates that number at 3,548. There are 3,011 are owner occupied households and 537 are rented. Based on statewide averages, approximately 940 persons over 65 also received Supplemental Security Income (SSI), a monthly stipend based on economic needs.

B. Potential Solutions and Resources:

A number of actions and programs that the City has implemented during the previous planning period have contributed to the development of additional housing resources for the elderly. Among them are:

1. The provision to permit the development of second units in single-family areas to house elderly family members.
2. Financial assistance to low-income homeowners for necessary repairs.
3. Development of a program to assist low-income seniors to pay lease costs in mobile homes parks.
4. Cooperation with state regional housing agencies in the development of senior housing.
5. Permitting flexible development standards for senior housing, including density bonuses and decreased lot sizes.

In addition, the City will continue to work with agencies serving the older population to ensure that they receive information about available financial assistance and service programs. It is important to note that different programs define senior citizen or elderly eligibility differently. For example, the federal Section 202 Direct Loan Program for housing construction defines eligible households as those headed by a person at least 62 years of age, while the state's density bonus program for senior housing projects allows developments in which residents are persons aged 55 or more to qualify for a 25% density bonus.

II. Handicapped**A. Need**

1990 census figures show that there are 1,039 persons in the labor force under 65 with work disabilities and 86 persons over 65. An additional 3,727 persons not in the labor force are prevented from working by their disabilities. The estimated number of handicapped households in the city is based on a total handicapped population of 4,852. The resulting 1,511 households will likely be revised upward when the complete 2000 Census data becomes available.

B. Potential Solutions and Resources

Low income households with a disabled member may need varied types of housing assistance, from housing subsidy to assistance with home adaptations such as the addition of a wheelchair ramp, grab bars and lowered sinks and cabinets.

Community Development Block Grant funds can be used to adapt existing units for handicapped access. The City of Hesperia is an entitlement City and can receive block grant funds that can be used for handicapped assistance, as well as fund repairs to retrofit housing units for the handicapped. The City also requires all new development to adhere to the Americans with Disabilities Act. The City does work with agencies serving the handicapped to ensure that they receive information about available financial assistance and service programs.

III. Large Families

A. Need

Large families, (defined as families with five or more members) in the lower income groups are often at a disadvantage in obtaining adequate housing. Income is a major factor that constrains the ability of households to obtain adequate housing. Larger units are more expensive and most of the units with three or more bedrooms are in the single-family ownership stock, not in the multi-family rental housing stock.

In 1990, about 18.3% of households were comprised of large families. The percentage has remained about the same in 1999 at 18.1% (3,685 households). Based on a citywide ownership rate of 73.7%, there are 2,716 units that are owner-occupied and 969 units that are rented.

At least 81% of the housing stock is single-family detached units and approximately 13% are multi-family units. Based on this estimate, it appears that there is a need to build more 2, 3 and 4 bedroom multi-family dwellings. The need for more affordable housing for large households could be substantiated by 1) the steady increase in average household size; 2) the small number of multi-family units being built; 3) the slower pace in housing sales and construction; 4) a continued increase in population; and 5) 46.9% of Hesperia households don't have the qualifying income for the median cost home in the Victor Valley (See Table 14).

Currently, there is not a sufficient supply of assisted housing in Hesperia. The County Housing Authority Scattered Site Program provides a small number (39) of these units, and there are only 136 Section 8 assistance units in the City.

Potential Solutions and Resources:

Several existing housing programs address the needs of low-income large families. A single-family inclusionary program would make ownership units available to lower income households, and a single-family mortgage bond assists moderate-income households. Density bonus units have been made affordable to households at 60% or less of median income.

Bond funded state housing programs give a high priority to the construction or rehabilitation of large family units. The City has worked with Opportunity Builders to build two new large low-income and senior projects and could do the same for a large-family project. Also the City works with the California Cities Home Ownership Authority and the Pacific Housing and Finance Authority to finance the purchase of homes using a combination of state bond proceeds, a tax credit investment and a conventional mortgage.

The City offers support for the development of affordable housing through San Bernardino County's Department of Economic and Community Development (ECD) Single-Family and Multiple Family Mortgage Revenue Bond Programs and the California Housing Finance Agency (CHFA), First Time Homebuyer's Bond and Rental Housing Mortgage Loan Programs.

Another housing program is the Mobilehome Lease Program, which could provide low-income large family household tenants with doublewide, 3-4 bedroom units. City CDBG funds could be used to acquire mobilehomes, with management of the units accomplished through a contract with the San Bernardino County Housing Authority.

IV. Single Parent Households

A. Need

Households headed by women are disproportionately poor because women earn only about 77 cents for every dollar of men's wages.¹⁴ In female-headed households with children, child support allowances are often not paid, or, if the support payments are made, they do not equal the actual costs of child support. Furthermore, women with children may not have adequate job skills and may therefore have to live on the minimal support provided by Temporary Assistance for Needy Families (TANF). Nationwide in 1998, 27% of families maintained by a woman were below the poverty level¹⁵.

According to the 1990 Census, 10% of all Hesperia households were female-headed. This would occupy an estimated 1,979 households in 2000. Ten percent of San Bernardino County households had female heads and females headed 18% of all households in the nation with no husband. In 1994, California statistics show that 89.8% of cases where AFDC payments were made were to female-headed households and 63.9% were to households headed by a mother.

B. Potential Solutions and Resources

Because single-parent households have lower incomes than other households, they are the families most likely to need housing assistance. In Hesperia the best way to meet the needs of these families is through a combination of programs to construct new rental units and programs providing subsidies to the poorest households. Unfortunately, there are not enough Section 8 rental assistance certificates in the county to meet the needs of all applicants. Therefore, not only will Hesperia work with the county to obtain additional Section 8 certificates, but it will also actively pursue the construction of a number of subsidized apartment units using available state and county bond funds and tax credits.

¹⁴ This figure provided by the Women's Bureau of the U.S. Department of Labor for 1999.

¹⁵ Source: U.S. Department of Labor, Woman's Bureau, 20 Facts on Working Women, March, 2000.

V. Homeless

A. Need

The exact size of the homeless population in the City is difficult to estimate because of the transient character of the homeless and their dispersed locations. Because of this, there seem to be several homeless persons who are not counted.

The San Bernardino County Homeless Coalition did the most recent homeless survey in 1997. The Coalition assists the homeless and provides the City with statistics regarding the number of homeless. The San Bernardino County Homeless Coalition data is an unduplicated count of homeless persons in the City. According to the results of the survey, it is estimated that there are approximately 150 homeless individuals, and 72 families with children in Hesperia. This calculation is based on a point-in-time measure of persons either sheltered or unsheltered in the City.

Non-profit agencies providing services to the homeless serve the high desert region, rather than Hesperia alone, so it is difficult to precisely estimate Hesperia's share of this population. In 1999, High Desert Homeless Services served 63 families that last called Hesperia home. The 101 people included 37 children and 64 adults. Fifty-eight percent were males. Fifty-six were Caucasian, 23 % were Hispanic and 23 % were black.

B. Potential Solutions and Resources

Homeless families eligible for TANF may obtain 30 days of emergency housing assistance and move-in expenses for permanent housing from the county's Department of Public Social Services. However, not all families are eligible for TANF, so additional resources must be developed for these families.

In the winter, San Bernardino County Community Services Department contracts with private agencies to provide "cold wet weather" shelter programs through federal McKinney funds for the homeless. Participating agencies in the Victor Valley provide vouchers for motels.

The City participates in the County of San Bernardino Homeless Coalition. The term "Continuum of Care" refers to the system of providing a seamless delivery of facilities and services for homeless persons at each step of the

transition from living on the street, to permanent and sustained, independent living. The continuum consists of four components:

- Outreach and assessment;
- Emergency shelters with appropriate supportive services;
- Transitional housing with appropriate supportive services; and
- Permanent, affordable housing.

Other agencies serving the homeless in the Victor Valley include the High Desert Homeless Services, the Salvation Army, and the County Mental Health Department's Homeless Outreach Program. In addition, Domestic Violence Outreach offers services to battered women and operates a shelter, Option House, Inc. Samaritan's Helping Hand in Victorville provides a number of services to the poor or homeless, including food, clothing, transportation assistance, job referrals and shelter.

As required by state housing law, the City of Hesperia General Plan provides for the construction or rehabilitation of emergency shelters in areas of the city designated for General Commercial and Multiple Family Residential uses.

There is no central coordinating agency that serves the county as a whole and provides limited service for the homeless in the Victor Valley. Both county and city officials noted the need for better coordination in the development of homeless services for the county as a whole and the Hesperia/Victorville area. An essential first step in the development of services to better meet the needs of the homeless in Hesperia and surrounding communities will be the development of a homeless coordination unit funded jointly by Victor Valley communities to work closely with the County Department of Community Services. In 1999-00, the City contributed \$5,000.00 from its CDBG funds to High Desert Homeless Services for shelter assistance.

Funds to create emergency and transitional housing programs are available through programs operated by the U.S. Department of Housing and Urban Development's Homeless Division.

VI. Farm Workers

According to the 1990 Census, less than 1% (193 persons) of Hesperia's workers were either farmers or farm workers. The 1999 estimate is 235 persons. This is a very small percentage of the City's population. There has been no

record of any new farming interests or increased crop activity in the City. According to the California Employment Development Department's Farm Labor Report for week ending September 12, 1990, the County of San Bernardino was identified as having approximately 8,790 acres of crop activity. In comparison, the counties of Riverside and Orange contain 14,930 and 11,300 acres, respectively. All three counties are considerably lower in crop productivity than any other Southern California county.

Throughout San Bernardino County agricultural production is generally limited compared to other portions of the State. In the Victor Valley, agriculture production is limited to a small amount of alfalfa production, and small-scale animal raising for individual use, largely due to the water shortage in the High Desert as well as the rapid urbanization that has occurred since 1980.

Based upon the above information and the lack of data indicating otherwise, the City was unable to substantiate any need for additional housing for farm workers in Hesperia.

VII. Summary of Special Needs

Approximately 5,840 (11.5%) of Hesperia's population in 1990 were over age 65. There were 4,985 retired workers, 638 disabled workers and 778 widows and widowers who received Social Security benefits in Hesperia in 1990, according to San Bernardino District Social Security Office. Also, it was indicated that 395 of these recipients over 65 received supplemental security income, a monthly stipend based on economic need. With housing costs continuing to increase, elderly households with fixed incomes find housing affordability and preservation as real needs.

The City has 86 disabled workers over 65 and 1,039 disabled adults under 65. An additional 3,727 persons are prevented from working by their disabilities.

Large households (5 or more) need larger units to house their families. However, large family households with lower incomes find rental housing with 3 or more bedrooms more expensive and in limited supply. An estimated 1,969 large families live in Hesperia. Ten percent of all Hesperia households were female headed in 1990.

There is evidence that the proportion of female-headed households increased substantially over the last 10 years. There were 1,675 families in Hesperia receiving AFDC, most of which were female headed. However, not all female-headed households are poor. Some are single person households headed by older or single or divorced women. As many as 1,452 single parent households in Hesperia are poor and may need housing assistance.

Non-profit agencies provide emergency shelter assistance to the high desert region including Hesperia. Sixty-three homeless families (101 persons) in Hesperia area either requested or received shelter assistance in 1999. Total homeless persons in Hesperia in 1999 are estimated at 150.

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Chapter 7. Adequate Sites and Services

I. Sites Available for Housing Development

Hesperia's greatest housing resource is the number of vacant and underdeveloped sites available for new housing. There are currently 20,760 housing units within the incorporated boundaries of the City: 2,648 multi-family (12.8%), and 18,112 single family dwellings, condominiums and mobile homes (87.2%). Within the City's boundaries, excluding Rancho Las Flores, General Plan designations are in place to support the development of an additional 25,352 single-family homes. In addition, Hesperia's Land Use Element encourages housing for a range of income groups by providing for a variety of housing types and densities.

Because a need has been identified for multi-family development, the City conducted a detailed inventory to determine the potential number of new multi-family units that could be established within the City's incorporated boundaries (See Appendix No. 2 for Multiple Family Land Inventory). Infrastructure needs to support these potential multi-family units were also examined. Results of this study determined that densities allowed under the undeveloped portions of the City's Medium High and High residential designations shown on the City's land use plan would allow development of a total of 10,985 potential new multi-family units. An additional 5,887 units could be developed should existing uses be removed and the land redeveloped to its maximum density. In regards to infrastructure, the study revealed that the majority of sites could be adequately served by infrastructure; however, in three of the eleven sites surveyed, sewer extensions would be required. Also, due to the City's lack of a drainage system, drainage improvements would be needed as development occurred.

Land suitable for multi-family development is also contained within the Rancho Las Flores Specific Plan. The Planned Mixed Use designation for this area allows for an overall density of four dwelling units per acre; however, units may be clustered through density transfers, thereby creating opportunities for additional multi-family development. There are 538 acres designated for development up to 18 dwelling units per acre.

The City has established itself as a pro-growth community and intends to encourage the development of affordable housing through various means. During the planning period of 1998-2005, SCAG projects that an average of 335 units are to be built annually. Based on the City's existing ratio between single family and multi family construction, an estimated 251 multi-family and 2,258 single family units will be added to the City's housing supply during the planning period.

Since March 1989, fifteen multiple family housing projects totaling 734 units have received City approval from the Planning Division. Of these, 395 units have been built. The City is currently reviewing construction plans for an additional 69 units.

Table 19 shows the distribution of land and dwelling units available for housing development in the City's boundaries excluding Rancho Las Flores while Table 20 includes Rancho Las Flores.

II. Infrastructure and Services to Support Residential Development

Hesperia's primary constraint on housing production is the inadequacy of its infrastructure. The most significant areas where this is noted are as follows:

- Most local streets are not paved to standard engineering specifications;
- The water service in some areas of the City is aging and undersized;
- Dependence on wells by communities throughout the Victor Valley is depleting the aquifer. The communities in the Victor Valley have completed an adjudication of the basin's water supply. The water district will be required to purchase water from outside sources and import it into the system.
- Over 90% of existing units and most newly constructed single-family infill houses use septic systems;
- Storm water drainage systems in most of the older subdivisions are nonexistent;

Unless and until street, sewer, storm drain and water supply deficiencies are addressed in the older core area as well as in newly annexed areas, the City will not be able to accommodate the build-out capacity permitted by the land use element.

On-site and necessary off-site infrastructure needs in new subdivisions are supplied by the developer. These include on-site and off-site roads, sewers, drainage facilities, public services and utilities. School system impacts are addressed in part by school fees (\$2.05/sq.ft.). Impacts on backbone infrastructure, arterial streets and highways, water, sewer, police and fire services are mitigated by an impact fee applied to new development projects.

Developers of small in-fill single-family projects east of Maple and north of Ranchero in older subdivisions (the majority of the core portion of the City) are not required to improve deficient infrastructure. However, developers of multi-family housing in these older subdivisions are required to provide sewers and street improvements. Some developers attribute Hesperia's low level of multi-family development to these added infrastructure costs.

In an effort to curtail potential groundwater contamination, the State Regional Water Quality Control Board developed a policy in 1987, requiring new residential development on any lot less than one half-acre in size to be sewerred. Clearly, the lack of infrastructure poses a constraint to multiple family developments. The City has spent \$775,000 from 1993 to 1996 to extend sewer lines into an area having a high-density designation. Previously, the State's policy had rendered this area unbuildable. In addition, Medium High and High-density designations on the draft Land Use Map have been placed in locations where adequate infrastructure, including sewer, can be provided to serve multiple family development.

In general, the City's policy is to require new development to provide for the infrastructure needed to support it. However, because of the identified need for additional affordable housing units, policy language is contained in the Housing Element that encourages City participation in the provision of infrastructure for these type units. Potential funding sources available to the City for this purpose would include (1) Community Development Block Grant (CDBG) Program; (2) Economic Development Administration (EDA) Program; and (3) Redevelopment monies.

III. Summary of Sites Available for Development

Hesperia has more than adequate land available to provide for anticipated housing needs. However, much of this land is not presently served with adequate infrastructure to support new housing development. The most critical need is for sewers, to support additional multi-family units.

Table 19
Distribution of Land Use in the City, excluding Rancho Las Flores

LAND USE	ACREAGE	PERCENTAGE	MAX POTENTIAL NUMBER OF DUS	PERSONS / DU	PROJECTED POPULATION
RE	1154	3.37	461	3.13	1443
SD	342	0.99	342	3.13	1070
VL	7811	22.81	7811	3.13	24448
L	11213	32.75	22426	3.13	70193
ML	2633	7.69	10532	3.13	32965
M	436	1.27	2616	3.13	8188
MH	893	2.60	8930	3.13	27951
H	706	2.06	10590	3.13	33147
PMU	473	1.38	1892	3.13	5922
C	2409	7.04			
OF	103	0.30			
PCD	205	0.60			
IND/COM	1646	4.81			
IND	555	1.62			
OS	1514	4.44			
C/SD	776	2.27			
P	1370	4.00			
TOTALS	34239	100.00	65600		205328

Table 20
Distribution of Land Use in the City, including Rancho Las Flores

LAND USE	ACREAGE	PERCENTAGE	MAX POTENTIAL NUMBER OF DUS	PERSONS / DU	PROJECTED POPULATION
RE	1154	2.81	461	3.13	1443
SD	342	0.78	342	3.13	1070
VL	7811	17.71	7811	3.13	24448
L	11213	25.43	22426	3.13	70193
ML	2633	5.97	10532	3.13	32965
M	436	0.99	2616	3.13	8188
MH	893	2.02	8930	3.13	27951
H	706	1.60	10590	3.13	33147
PMU	10330	23.43	17432	3.13	54562
C	2409	5.46			
OF	103	0.23			
PCD	205	0.46			
IND/COM	1646	3.73			
IND	555	1.26			
OS	1514	3.45			
C/SD	776	1.76			
P	1370	3.11			
TOTALS	44096	100.00	81140		253968

The difference between the above tables is the approved Rancho Las Flores Specific Plan, which is located on 9,857 acres in Summit Valley. The plan would allow for an additional 15,540 dwelling units. This project has an average density of two units per acre, but as the development plan will allow clustering, actual densities may range up to 18 units per acre. As this project is required to finance and construct all necessary infrastructure, development constraints applicable to older portions of Hesperia do not exist for this project. However, market conditions will dictate when this project will develop.

IV. Financial Resources Available For Housing

The City anticipates an average of \$750,000 annually in CDBG revenues during the balance of the planning period. As mentioned in the evaluation, the City Council distributes a portion of these funds to local organizations at the end of an annual allocation process. In addition, a significant portion of the City's CDBG funding historically has been directed to augment police or code enforcement activities that provide direct assistance to the CDBG Target Area.

Redevelopment funds dedicated for low-moderate income households (LMI) are used for housing programs. Section 33334.2 of the Health and Safety Code requires that 20% of the yearly tax increment revenues be set aside for this purpose. This is projected to amount to \$261,000 in 2001 to \$543,000 in 2005, assuming a 2% annual growth rate in assessed valuation within the redevelopment area. The City Council, acting as the Redevelopment Agency Board, can coordinate these resources in conjunction with allocations of CDBG funds. However, LMI funds are typically used for the development or restoration of housing, as opposed to the provision of services. Specifically, LMI funds have been used for the City's Emergency Repair Grant program (ERP); Housing Rehabilitation Loan Program (HRLP) and the Rental Rehabilitation Loan Program.

Additionally, the Redevelopment Agency's housing set aside fund may be used to create new programs and /or activities designed to encourage the revitalization and preservation of low and moderate income neighborhoods.

At this time, and during the period covered by this plan, the anticipated low-moderate housing tax increment revenue available to the City/Agency are projected to be quite nominal. Significant portions of these low-moderate income revenues fund the operation and administration of the City's housing programs, Redevelopment Agency administration and debt service. However, when coupled with project and activity from the City's CDBG and HOME grants, Hesperia is positioned to accomplish the goals and objectives covered within this plan.

To summarize, projected CDBG revenues for infrastructures, public services, public facilities, housing, and special need programs and projects total \$3,710,000 for the balance of the planning period. HOME funds are estimated to total \$1,175,000 and Redevelopment Agency funds are estimated at \$1,980,000.

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Chapter 8. Constraints to Housing Development

I. Market Constraints

Hesperia grew rapidly during the 1980's because there were relatively few market constraints compared to more urban communities in San Bernardino and surrounding counties. Land and construction costs were relatively low, lot sizes large and infrastructure fees non-existent. There was an ample supply of skilled labor and conditions were excellent for small contractors building individual houses either speculatively or to order. The recession of the early 1990's slowed development considerably. New homes were built at one-fourth the previous rate as land in the San Bernardino valley became more competitive due to its proximity to jobs and other urban amenities.

A. Current Land Costs

Land costs vary from the north to south portions of the city, with land costs in the north generally lower than those in the south. In general, the north part of the city is more completely subdivided while in the south there are some larger parcels suitable for small subdivisions. An existing lot of about 1/2 acre costs between \$9,000 and \$15,000¹⁶. Some existing lots with a view of the golf course, into Summit Valley or over the Mojave River may command a premium. The City's infill lots are likely to be served by water and unpaved streets and have electrical hookups near the site. But developers have to install septic tanks because sewers do not serve most lots.

On the average, the price of a half-acre for multi-family zoned land is not significantly above single-family lots. This is because of the lack of sewer in some locations and the low demand for apartments within the City. Before the assisted low-income apartment project was constructed in 1998 and the senior apartment project was commenced in 1999, the City had not issued a permit for an apartment since 1992. Prices for such land will vary considerably depending on infrastructure needs and surrounding uses.

Land costs have decreased substantially over the past ten years, due primarily to the recession. Ten years ago, half-acre lots sold for between \$35,000 and \$50,000; current prices of \$9,000 to \$15,000 indicate that land costs have more than halved since 1990. But these decreases in land

¹⁶ Residential lot valuations, July 2000, Bradco Companies, Inc.

prices are beginning to level off as house prices increase in the more urban areas of the County. Thus, land in Hesperia is becoming more competitive, despite the longer commute required by potential residents.

B. Current Construction Costs

Single Family Residence

An analysis was done on current construction costs for a typical single-family residence exclusive of the builder's profit. A breakdown of these costs are itemized on Table 21, and are based upon construction of a 1,728 square foot home at a cost of \$44.90 per square foot on a typical ½ acre lot.

TABLE 21	
ESTIMATED HOUSING CONSTRUCTION COSTS*	
Single Family Residence (1,728 Sq. Ft.)	
Land Costs	\$ 15,000.00
Permits, Fees, Etc.	\$ 8,650.00
Construction Costs	\$ 77,587.00
Financing, insurance, Etc.	\$ 7,105.00
TOTAL	\$108,342.00

Source: City Building & Safety Division, City Water Department, Planning and Engineering Divisions and local general contractors.

Table 21 shows construction costs for materials and labor, plan check fees, building permit, school fees, grading plan check fees, driveway approach permit, water meter installation, sewer fees (\$2,500 for hook-up and \$4,000 for lateral if sewers are available), land costs and financing fees. The total cost for an average home, including builder's profit is estimated at \$108,342.

The 1999 Victor Valley's median price of \$84,000 (based on new and resale prices) is considerably lower than other Southern California counties.

In comparison, \$187,000 is estimated to be the median price of a resale home in Los Angeles; \$263,000 in Orange County; \$125,000 in Riverside County; and \$107,000 in San Bernardino County. Although these prices have recently climbed, potential homebuyers that have been out priced in other Southern California areas have still found that the comparatively low median price in the high desert area more amicable to their incomes. On a local level, 1999 income data for Hesperia indicates that 53% of the City's residents could qualify for the median priced home in the Victor Valley.

Multi-family Residence

Construction costs for a multi-family fourplex exclusive of builder's profit was also analyzed. A breakdown of the total cost is presented on Table 22, and is based on each unit containing 1,261 square feet. Costs include common facilities such as the driveway approach, sewer and water connections, laundry room and land costs. Financing is based upon the project's appraised value; therefore, an exact figure cannot be given. Street improvement plan review fees were based upon curb, gutter and sidewalk improvements on a local street (60 feet total right-of-way). Total cost for a multi-family fourplex project including builder's profit is estimated to be \$381,654.00.

TABLE 22	
ESTIMATED CONSTRUCTION COSTS*	
MULTI-FAMILY PROJECT (FOURPLEX)	
(1,261 Sq. Ft. Units - Includes 2-Car Garage)	
Land Costs	\$ 25,000.00
Permits, Fees, Etc.	\$ 31,363.00
Construction Costs	\$225,325.00
Financing, Insurance, Etc.	\$ 28,980.00
TOTAL	\$310,668.00

Source: City of Hesperia Building & Safety, Planning and Engineering Divisions; City Water Department and local general contractors

C. Financing Costs

Single Family Housing

Both construction and mortgage financing for single-family houses are readily available in Hesperia and in the surrounding communities. Area banks focus on a number of different segments of the lending market and offer a range of loan packages to meet financing needs.

Desert Community Bank in Hesperia offers a fixed rate 30-year mortgage at 7.25% with no points for single-family homes. Construction loans are available at 8.50%.

Bank of America offers a 1-year adjustable rate conforming mortgage at 6.25% with .230 points. Also, a 30 year fixed rate mortgage is available at 7.25% with .323 points. Most customers prefer fixed rate loans but young or first time buyers sometimes choose the adjustable rate.

High Desert National Bank offers construction loans with a term of 12 months and an interest rate of 8-1/2%.

Washington Mutual Bank in Hesperia currently offers a fixed rate construction loan at 7.250% with no points. There is an optional fixed rate loan at 6.875% with 1.25 points.

An analysis of Hesperia lending institutions has proven financing availability to be more than adequate. At the present time, there are no mortgage deficient areas and all local lending institutions offer standard loan packages with several offering innovative programs.

Multi-family Housing

By 2000, only 395 multi-family units were completed. Furthermore, according to city staff, two developers have used land designated for 5 to 10 units per acre to build projects at a density of 3 to 6 units per acre. According to developers, financing constraints are the principal barrier to multi-family development.

Many of the financing packages for single-family construction are offered for multi-family construction of four units or less. However, according to local lending institutions, financing is more difficult to obtain for complexes of five or more units, partly due to the need for more collateral to secure the loan.

Developers are required to either own the land or provide a substantial cash reserve. Maximum loan amount is determined by calculating 75% of the appraised value of the project.

The difficulty in obtaining financing for multi-family projects can be viewed as a major constraint to the construction of these type units.

D. Other Market Constraints

The lack of high paying jobs in Hesperia does not appear to have acted as a constraint on housing development nor has the commuting distance to major centers of employment, because Hesperia offers new housing units on large lots for prices substantially below those in the surrounding counties or more built up areas of San Bernardino County. In the future, if job development in the City begins to reflect efforts to attract higher wage employment, than low-wage service employees find it very difficult to afford their community's housing. However, according to SCAG's RHNA numbers, the highest percentage of need for housing is in the above-moderate category (35%).

II. Infrastructure Constraints

The City of Hesperia places very few constraints on housing development. The primary constraint to the expansion of the housing supply is infrastructure deficiencies. To the extent that the City has not provided for the improvement of the infrastructure, it can be seen as constraining housing production. The immediate impact of infrastructure deficiencies on housing production can be seen in a regulatory action imposed by the State Regional Water Quality Control Board (WQCB) that restricts the development of over two units per acre in areas not served by sewers. This State-imposed restriction is regulated by the City Community Development Department under the terms of a Memorandum of Understanding adopted by the Lahontan WQCB and the City of Hesperia.

Under these requirements, multi-family designated areas in several locations cannot be developed at the specified density until sewer service is established. Multi-family projects nearer sewer trunk lines may be built, but laterals must be extended at cost to the project. While there are provisions for cost recovery after other projects along the laterals come on line, the developer must front the initial investment. However, as identified in the Multiple Family Land Inventory, sewer is available in the majority of multi-family designated areas (see Appendix No. 3).

The City also requires that multi-family projects, and single family residential subdivisions, improve roads up to a major improved street, and in some cases requires that the developer provide traffic control to mitigate impacts of the development. Irrevocable offers of dedication are required on all new construction projects. The amount of dedication is based upon the City's Circulation Plan. All offers of dedication require review by the City Engineer. Due to the lack of a drainage system in the City, street improvements are necessary and critical to the safety of the community.

III. Governmental Constraints

The intent of local government regulation is to protect public health and safety within a community. However regulations can add to the cost of new housing. Such governmental constraints include land use regulations, permit approval and processing, application fees the provision of infrastructure in subdivision and other development controls.

A. Land Use Regulations

The City's land use plan was adopted along with the remainder of the General Plan on May 16, 1991. The plan provides for a variety of residential densities from rural residential 2 ½ acre lots to apartment dwellings up to 15 units per acre. The City also has an underlying zoning map. The zoning map includes zone districts for single-family and multiple-family areas. The City's Development Code contains regulations that pertain to these residential zone districts. The development standards for residential construction are generally the same for most single-family densities. The 25-foot setback requirements for front yards, 5 and 10-foot side yards and 15-foot rear yards allow for a most any design of home to be constructed. There is an increased front yard setback of 50 feet for lots over ½ acre in size. These larger front yards were inherited from recorded tracts within the core area of the City that were created in the 50's and 60's. However, the larger lots still allow plenty of room for accessory structures, including second dwelling units. Homes of practically any configuration can be built for all income levels on these lots.

The City does have a minimum floor area for single-family homes at 1,000 square feet. As most of the primary homes built in the City are at or over this size, this requirement does not pose a limitation on development. Detached second dwelling units may be up to 75% of the primary unit's floor area. Attached units may be up to 50%. These requirements are consistent with second dwelling units built within the City, and pose no

constraint on development of these units.

Regulations for multiple-family units include building separations between various structures, are based on how the buildings face each other. This is to establish the relationship of these buildings and create open spaces for associated uses that are commonly included in multiple-family projects. There are also landscaping and parking requirements that are applied to multi-family developments. Landscaping must cover at least 5% of the site. Parking must be provided for each unit based on the number of bedrooms. At least one space per unit must be covered. If the units are to be marketed as condominiums, then the requirement is for an enclosed, one car garage. These development standards do not inhibit the ability for most development proposals to approach the maximum permitted density allowed under the General Plan.

The City also has small lot subdivision standards that allow for single-family development of up to 6 units per acre and multi-family units of up to 15 units per acre (before any density bonus is considered). Front yards may be reduced to 10 feet and side yards may be eliminated to allow for duplex or other attached variations of dwelling units. Minimum lot sizes are reduced to as low as 3,000 square feet and the required street right-of-way is reduced. The goal is to permit flexibility and innovations to foster the most efficient use of land and promote affordable housing.

The City's density bonus program allows for revisions and/or reductions in these standards as an incentive for projects that set aside part or all dwelling for seniors or persons who qualify under the state's income categories. These design incentives may be offered in conjunction with expedited permit processing and fee deferments to encourage the development of affordable housing. These bonuses are in excess of what is required by State law. Projects with attached dwelling units may qualify for up to a 100 percent bonus, based on the percentage of units set aside for low income or senior households. Detached units may qualify for a 70 percent bonus.

B. Housing Design Standards and Building Code Requirements

The City has no architectural requirements for residential units. As most of the City's residential land was previously subdivided, existing lots may be constructed with any floor plan or style that meets the building codes of the state or City. There is a 35-foot height limit that would allow building of up to 2 ½ stories. This requirement has not posed a constraint, as the City has

received no requests for taller residential developments. The City's low land costs plus the increased costs of multiple-story construction have curtailed requests for taller developments. The City has approved hotel and motel developments of three stories in the past.

The adoption of Senate Bill 2827 in 1990 established provisions prohibiting cities from designating specific zone districts which would preclude the establishment of manufactured homes on individual lots. This law exempts manufactured homes that were constructed more than ten (10) years prior to the application date for the installation permit. Therefore, these dwellings would be restricted to approved mobilehome parks.

Senate Bill 2827 also authorized cities to impose certain architectural and development standards on manufactured housing, as long as the same standards were placed on conventional housing (with the exception of standards for roof overhang, roofing and siding material, which could not exceed those placed on conventional housing).

This legislation cleared the way for the establishment of manufactured housing within neighborhoods comprised exclusively of conventional homes, thus presenting the possibility of creating inconsistent and incompatible construction patterns leading to degradation of structural and aesthetic continuity within these residential areas.

The City Council adopted Ordinance No. 84 on February 15, 1990, which established minimum construction standards for permanent single-family residential dwellings on individual lots. In addition to establishing minimum development standards, Ordinance No. 84 removed language from the City's adopted Development Code which made reference to the restriction of mobilehomes in specific zone districts, deleted the Mobilehome Overlay District, and updated terminology relating to manufactured housing. Minimum construction standards cited in Ordinance No. 84 pertain to siding material, roofing material, permanent foundation systems, minimum floor area, width and depth, utility hookup facilities, enclosed garages and utility systems.

The implementation of Ordinance No. 84 places a constraint on older mobilehome units by prohibiting them from individual lots and requiring new manufactured housing units to meet the minimum construction standards. However, these constraints are overshadowed by the benefits gained through the protection of single-family residential neighborhoods from aesthetic blight that could occur through the dispersment of incompatible

or unattractive structures within these residential areas.

The City has adopted the current uniform building codes to govern construction of all commercial, industrial, and residential development in the City. The City has made several minor revisions to these codes as part of the adoption process. These include the establishment of a builder's board of appeals, as well as establishing penalties, abatement procedures and fees. None of these revisions impose an additional constraint on the development of housing, as they are applied uniformly for all development in the City. The City will not offer reductions in building construction standards as the uniform codes apply to life-safety issues that are generally not discretionary in nature.

The City requires that for new development, that the necessary infrastructure be constructed to serve the site. These improvements include streets, water and sewer connection (where required by the project's density). The condition of most of the City's streets is fair to poor, particularly in the residential areas. The original streets were constructed of local material partially made from the soil (desert mix). Most of these streets were constructed over 40 years ago and have not been maintained since. Much of the City's budget went to emergency repairs due to flood damage and to improve access into the City on our most heavily traveled roads. While street improvements do add to the cost of housing, the City must acquire land and build streets to provide safe access and mitigate the impacts of development.

B. Processing and Permit Procedures

Permit processing time can affect the cost of housing by increasing the amount of interest paid by the developer holding the land. In recognition of this, the City has strived to streamline the development review process through a variety of means. Standard conditions of approval for subdivisions and site plans have been formulated which expedites preparation of staff reports by the project planner.

The City's Development Review Committee (DRC), composed of representatives from City development review divisions (Planning, Building & Safety, Engineering, Fire, Public Works) and other affected agencies, such as public utilities, the Park District and the School District, meet bi-weekly to review development applications. Applicants are invited to attend DRC meetings so that any questions or concerns may be resolved. In addition, a public question and answer period is provided at the end of each

DRC session for persons wishing to obtain information on a potential project, or to address the Committee on any development issue.

The exchange of information produced from the DRC meetings acts to clarify issues relating to specific development projects, thus providing the applicant with a clear picture of City requirements so that the necessary adjustments, if any, may be made, prior to Planning Commission review. This process allows for a smoother review by the appropriate legislative body, with fewer projects needing a continuance.

In an effort to reduce paperwork and ease the burden on the public during application processing procedures, the City has developed a simplified application for that requires less information and combines application types that are typically filed together. Also, information is contained within the application packet to answer to the most asked questions regarding development application requirements. Informed applicants are more likely to submit complete application packages to the City, thereby reducing costly delays in processing.

The City's processing schedule provides for a 42-day review of land use applications. (See Figure H-4). However, if revisions are requested by the DRC, the project is delayed until revised plans are submitted. On the average, processing time for a Tentative Tract application takes approximately three months. This time frame includes the project acceptance period, DRC review and Planning Commission review. In cases where a zone change application is filed in conjunction with a tentative tract, the processing time is extended due to required City Council review of the zone change proposal. As shown by the processing schedule, planning review can be accomplished in a 50-day time period. However, delays resulting from requests for plan revisions are beyond the City's control.

Construction plan check for new residential projects usually requires two weeks after the application is received from the developer, considering the application is complete and meets necessary requirements. Review of street improvement plans (including grading, drainage and final map) usually requires three plan checks. Each plan check takes approximately two weeks. These plan check times apply to an average sized residential tract of 50 to 100 lots. These plan check times are comparable to other jurisdictions.

C. Code Enforcement Activities

The City's code enforcement officers spend the majority of time responding to complaints regarding property issues, such as trash, debris and abandoned/inoperative vehicles. Abatement of these violations will increase the livability and safety of the City's neighborhoods. When either a building inspector or a code enforcement officer notes a structural violation, the responsible party is referred to the City's Economic Development Division, which administers the City's loan and grant programs for rehabilitation. Therefore, these enforcement activities further the City's goal towards improving the existing housing stock.

D. Fees

The City levies planning application fees on new residential development (excluding single family residences on individual lots) to cover processing costs, including staff review time, public hearing notification, surrounding property owner notification, and other overhead costs incurred by the City. At the construction stage, the City collects fees for plan check processing and building inspections by staff. Fees are based on a citywide study of costs incurred for processing of each application type. In 1999, the City significantly reduced development related application fees after a review was completed to determine actual costs for processing.

Impact fees for schools and parks are collected along with plan check and building permit fees. School fees of \$2.05 per square foot of assessable space are collected for all residential construction projects, including additions over 500 square feet. Assessable space is defined as habitable living space, exclusive of garages, carports, walkways, patios, or other areas incidental to the main living quarters.

Pursuant to the Quimby Act, parkland dedication or the payment of fees, or a combination of both, may be required as a condition of approval on all subdivisions and parcel maps. Park development fees are imposed by the Hesperia Recreation and Park District, an independent special district unrelated to the City, and is based on valuation of land by zone, ranging from \$734 to \$816 per unit. Acting as the collection agency, the City disperses these impact fees to the applicable accounts. This effectively creates a "one-stop-shop" for developers and others to file applications and get information regarding all phases of the development review process.

Park and school fees, as well as fee for the Victor Valley Wastewater reclamation authority (VWWRA) are the only impact fees collected by the City on behalf of independent districts. Park and school impact fees are standard fees normally levied on builders pursuant to State law and VWWRA fees must be collected for developments that must be connected to sewer; therefore this cannot be seen as a substantial City constraint on residential development.

Staff compared plan check and building permit fees imposed by local jurisdictions. Fees were calculated for a 1,700 sq. ft. house with a 400 sq. ft. garage and 200 sq. ft. covered patio. San Bernardino County and three adjacent cities were surveyed. The results are as follows:

Table 23
Comparison of Building Fees

	Adelanto	Apple Valley	County	Victorville	Hesperia
BUILDING FEES:					
Example 1:					
Single Family Residence with 1700 sf of livable; 400 sf of attached garage; 200 sf of porch/patio; and 150 cy of grading.					
PLAN REVIEW	\$318.97	\$417.30	\$530.50	\$449.80	\$364
INSPECTION	\$665.00	\$1,199.73	\$1,326.26	\$692	\$706
GRADING PLAN REVIEW	\$14.30	\$31.92	\$28.56	\$22.50	incl. in pmt.
GRADING INSPECTION	\$22.00	\$91.76	\$71.40	\$57.44	\$203
TOTALS	\$1,020.27	\$1,740.71	\$1,956.72	\$1,221.74	\$1,273
Example 2:					
Detached garage of 400 sf, wood frame construction with electrical outlets and lighting.					
PLAN REVIEW	\$58.50	\$44.40	\$52.88	\$70.20	\$157
INSPECTION	\$102	\$127.65	\$131.20	\$108	\$389
TOTALS	\$160.50	\$172.05	\$184.08	\$178.20	\$546.00

It should be noted that additional impact fees are collected by the City as well as in the City of Victorville and the Town of Apple Valley. The City charges \$1,000 per house as its impact fee. The City of Victorville collects a \$1,886.43 per dwelling unit development impact fee. Other impact fees are collected where applicable for storm drain; road widening, fire hydrant and freeway interchange assessment districts. The Town of Apple Valley collects a traffic impact fee of \$1,766 per single family dwelling, and \$1,060 per unit for multi-family projects. In addition, Apple Valley charges a \$200 fee for plot plan review of single-family residences. The County of San Bernardino charges a fee ranging from \$1,162 to \$1,337 for road impacts within Oak Hills portion of the City's sphere. These additional fees may increase the building permit total substantially. As indicated above, the City's plan check, building permit and impact fees are comparatively low if additional impact fees imposed by neighboring jurisdictions are factored into the total amounts.

IV. Summary of Constraints

Identified constraints to the development of new housing include land costs, construction costs, financing costs, adequate infrastructure, processing and permitting requirements, minimum development standards, and fees. Of the constraints examined, provisions of adequate infrastructure are the most costly impediment to new development. To the greatest extent possible, the City should undertake master improvement and financing programs to provide roads, sewer, water, drainage, fire protection, law enforcement, schools, parks and other services necessary to support development of affordable housing in Hesperia.

Figure H-4
Planning Department Application Calendar

Submit/Accept Date 5:30 p.m.	DRC (Decision Date) 2nd/4th Wed. 10:00 a.m.	Effective Approval 13 days after DRC	Planning Commission 2nd/4th Thurs. 6:30 p.m.	City Council 1st/3rd Weds.. 6:30 p.m.
12/11	12/27	01/09	01/25	02/21
12/27	01/10	01/23	02/08	03/07
01/08	01/24	02/06	02/22	03/21
01/29	02/14	02/27	03/08	04/04
02/12	02/28	03/13	03/22	04/18
02/26	03/14	03/27	04/12	05/02
03/12	03/28	04/10	04/26	05/16
03/26	04/11	04/24	05/10	06/06
04/09	04/25	05/08	05/24	06/20
04/23	05/09	05/22	06/14	07/04*
05/07	05/23	06/05	06/28	07/18
05/28	06/13	06/26	07/12	08/01
06/11	06/27	07/10	07/26	08/15
06/25	07/11	07/24	08/09	09/05
07/09	07/25	08/07	08/23	09/19
07/23	08/08	08/21	09/13	10/03
08/06	08/22	09/04	09/27	10/17
08/27	09/12	09/25	10/11	11/07
09/10	09/26	10/09	10/25	11/21
09/24	10/10	10/23	11/08	12/05
10/08	10/24	11/06	11/22*	12/19
10/29	11/14	11/27	12/13	1/2
11/13	11/28	12/11	12/27	01/16
11/26	12/12	12/27	01/10	02/06

* HOLIDAY New meeting dates will be determined by the Planning Commission and the City Council respectively later in the year.

9/05/01

Chapter 9. Energy Conservation

Because increasing utility costs affect housing affordability, Section 65583(a)(7) of the Housing Element Law requires the analysis of opportunities for energy and water conservation in residential development. The City's policies for energy and water conservation include the following:

- Increase south-facing glazing;
- Reduce west-facing glazing;
- Landscape to shade windows;
- Deciduous plants for winter solar gain/summer shade;
- Roof overhangs on southerly windows;
- Attic ventilation;
- Solar heating for pools;
- Flow restrictions on faucets/showers;
- Weatherization;
- Lighting w/efficient lights;
- Peak load management.

The City of Hesperia's principal means for addressing energy conservation in new housing is through Title 24 of the Uniform Building Code.

Programs for energy conservation are provided by Southern California Edison (SCE), the utility company serving the Victor Valley. SCE has a phone service with an 800 telephone number that offers recorded advice on how to reduce energy costs. For low income, senior citizen, and handicapped households the utility company operates programs that supply evaporative coolers, clock thermostats and weatherization services.

The San Bernardino County Community Services Energy Conservation Division also operates a weatherization program to help lower income households reduce utility costs. In addition, the County Department of Economic and Community Development operates the Owner and Renter Rehabilitation Program and Senior Home Repair Program to assist lower income households with energy-saving features in their housing units.

Chapter 10. Quantified Housing Objectives

The City has identified specific quantified goals meeting its housing needs during the planning period. These goals are summarized on Table 24. Construction, rehabilitation and conservation goals for each income category are shown in Table 24-A.

**TABLE 24
CITY OF HESPERIA
QUANTIFIED HOUSING OBJECTIVES**

OBJECTIVE	ACHIEVED BEFORE AND DURING THE PRESENT PLANNING PERIOD (Through 2000)	BY 2005
Provide adequate sites for single family units	25,532 potential new SF units in Land Use Plan. 3,073 single family lots approved since 1988, 3,760 units built.	No additional lots needed to meet anticipated demand. Construct 1,668 units.
Provide adequate sites for multiple family units	10,985 potential new multi-family units on Land Use Plan; 665 approved multi-family units since 1988. 395 units built.	No additional sites needed. Construct 50 additional units
Construct senior-occupied units	112 Constructed (also low-income)	Construct 125 senior units
Assist low and moderate income first-time homebuyers	50 assisted since 1988	Assist 37 additional households
Assist homeless persons	150 homeless persons assisted	Assist 50 homeless persons
Provide youth services	Not available	Assist 200 youth with counseling gang programs and child care
Maintain Section 8 Certificates	136 Existing Section 8 Certificates	Maintain 136 existing Section 8 Certificates
Obtain additional Section 8 Certificates	0 New Section 8 Certificates obtained	Maintain section 8 assistance for 150 persons
Maintain Section 8 Scattered Site Housing Units	39 Units existing	Maintain 39 existing Section 8 units
Provide fair housing and information and referral assistance	300 persons assisted annually or referred to appropriate agency since 1990	Assist 500 additional persons and provide 10 outreach meetings

Provide lead paint based education	Provided education to 127 households through the rehabilitation program	Provide education to 127 households
Provide frail elderly assistance	Not available	Assist 120 persons
Provide elderly services	Funded Meals-On-Wheels	Services for 200 elderly persons
Provide Access to Disabled Persons	New activity, no previous data	Support and service to disabled persons. Complete 8 accessibility projects. Provide 12 services for or conversion.
Provides outreach and services to disabled persons	Funded services for deaf persons	Provide public services to 200 disabled persons
Improve neighborhood facilities	Funded Job Opportunities building rehab	Construct or enhance 2 public facilities
Improve streets and flood control in target areas	New program, no previous data	Implement 7 infrastructure projects

Table 24-A
Quantified Objectives By Income Category

Income Category	Construction	Rehabilitation	Conservation	Totals
Very low	623	65	75	763
Low	166	25	75	266
Moderate	313	20	12	345
Above Mod.	616		13	629
Totals	1,718	110	175	2,003

In Hesperia, there are enough vacant and underutilized residential sites to accommodate anticipated housing needs within the City over the balance of the 7.5-year planning period (to 2005). Currently, there are potential sites available to develop 25,352 additional single-family dwelling units, and 10,985 added multiple family units within the City boundaries, under the Land Use Plan. Because of Hesperia's identified need for additional multi-family housing, the City undertook a detailed vacant land inventory of multi-family residential sites, and their relation to available services and infrastructure. This information is contained in Appendix 3.

Residential growth within the City over the past four years has averaged about 200 new dwellings per year, and the City anticipates a similar growth rate through 2005 (the end of the planning period.) SCAG's RHNA allocation anticipates a need for 2,509 new dwellings per year, to accommodate expected growth, which averages 335 units per year.

Since incorporation, 4,155 new dwelling units have been constructed in Hesperia: 3,760 single family and 395 multi-family units being constructed. This proportion of multi-family to single family units represents about 9 percent of the total units constructed. If at least 10 percent of all new units constructed were to be multi-family units, of the 2,509 anticipated new dwelling units over the 7.5-year planning period, the City's total for multi-family units would be 251. This total should be modified as three years of the planning period have elapsed.

Of the 251 multi-family units in Hesperia over the planning period, 201 have already been constructed and an additional 69 units are under construction plan check. Therefore, to meet the minimum total of 251 units, the City must approve the construction permits for 50 additional units.

Of the 2,258 single-family units in Hesperia over the 7.5-year period, 791 have been constructed, leaving a remaining total of 1,668 additional units. The City, in addition to all the existing vacant lots available for development, has already approved over 3,000 single-family lots. Therefore, if the City approved no more lots during this period, a sufficient number of lots would exist to meet anticipated housing needs.

As shown on Table 15, under rent levels and affordability the anticipated rents for these new multi-family units would be affordable to over 68% of Hesperia households. Also, as discussed under Regional Fair Share (page 40) and shown on Tables 18, and 18-A, 331 of the 791 units built during 1998 through 2000 are single-family homes that would be purchased and occupied by households meeting the income limits for the very-low, low and moderate income categories.

Eighty-eight below market rate dwelling units have been constructed in Hesperia specifically targeted for low-income residents and no very-low or moderate-income units have been constructed during the planning period. The City's goal for the planning period is to facilitate construction of 1,102 additional, affordable units within the City. These may be either multi-family or single-family units.

One hundred and twelve senior-occupied housing units are being constructed in Hesperia at this time. The City's goal for the balance of this period is to construct an additional 125 affordable senior housing units.

Since incorporation, 50 first-time homebuyers have been assisted within Hesperia under existing City and County programs, primarily the Housing Incentive Program (HIP). Within the planning period, the City's goal is to ensure that 37 additional households receive first-time homebuyer assistance. The City will utilize its Down Payment Assistance Program (DAP) to provide secondary financing to first time homebuyers.

One hundred and seventy nine dwelling units have been rehabilitated in the City since 1994 under programs administered by the County Department of Economic and Community Development¹⁷, primarily through the Housing Preservation Program. The City's goal is to ensure that an additional 110 units are assisted with rehabilitation through County and City programs during the balance of the planning period.

There are currently 136 Section 8 Certificates within the City; the City's goal is to maintain all these certificates through the end of the planning period. No additional Section 8 Certificates have been issued within the City since incorporation. The City's goal is to ensure issuance of 10 new Section 8 Certificates during the planning period. Thirty-nine existing Section 8 Scattered Site Housing units currently exist in Hesperia. The City's goal is to maintain these 175 units through the end of the planning period.

Since its inception in April 1990, the City's Economic Development Department has assisted an average of 300 persons annually through information or referral services on a variety of housing issues. These contacts have included information on housing rehabilitation and repair, housing financing, fair housing, landlord/tenant disputes, emergency shelters and low-cost rental housing. The City's goal is to assist 500 additional persons and conduct 10 outreach meetings through 2005.

The City currently has limited resources to meet its housing goals by 2005. However, the City is committed to pursue all available avenues, including but not limited to public/private partnerships, financial and non-financial incentives, seeking outside funding, coordination with other agencies, and use of available grant funds, to meet these identified housing goals.

¹⁷ Scott McGookin, Economic Development Department

Chapter 11. Housing Needs, Goals and Objectives

The following goals, objectives and activities are intended to comprise the City five-year housing program. Funding sources and amounts are subject to annual allocation from the City Council and Redevelopment Agency Board of Directors when disbursements of LMI and CDBG funds are made. These allocations may change depending on available programs, continued funding, the state's budget priorities and changes in the City's needs. While the activities listed may be carried out by various non-profit groups, the responsible agencies shown are the City or County departments or divisions that are required to provide funding or facilitate the activities under these programs.

Housing Need #1: Preservation of affordable housing

H. G. 1: DEVELOP AND IMPLEMENT HOUSING PROGRAMS TO ASSIST PERSONS OR FAMILIES OF LOW AND MODERATE INCOMES WITH FIRST-TIME HOMEBUYER PROGRAMS.

Objective:

Assist thirty-seven (37) low and moderate-income first-time homebuyers by the year 2005.

Implement federal HOME funds (via State HCD) as awarded, and annually apply for additional funding homeowner assistance programs through the year 2005.

Promote programs that will increase the level of home ownership in Hesperia reducing the number of foreclosed, vacant and HUD owned homes by a minimum of 10% by the year 2004.

Target Groups: Low and moderate-income families with homeownership.

Activities/programs:

First-Time Homebuyer and down payment assistance programs (HOME funds).

California Housing Finance Agency and Pacific Housing Agency Programs.

First-time Homebuyer Program; provides single-family mortgage bond proceeds managed by the County of San Bernardino.

Funding Source: HOME funds, and Redevelopment Set-Aside.
\$562,500

Responsible Agency:
City of Hesperia Redevelopment Agency

H.G. 2: **PROVIDE RENTAL ASSISTANCE THROUGH RENTAL SUBSIDIES TO REDUCE THE COST OF HOUSING FOR VERY LOW AND LOW-INCOME FAMILIES.**

Objective:
Provide Section 8 rental assistance through the County of San Bernardino Housing Authority to one hundred-fifty (150) very-low and low-income people by the year 2005.

Target Groups: Very-low and low-income families.

Activities: Section 8 Existing Housing Assistance Program, Section 8 Housing Voucher Program, Section 8 Aftercare Rental Assistance Program, Section 8 Moderate Rehabilitation Program.

Funding Source: San Bernardino County Housing Authority
\$640,480 (Section 8 units)
\$230,710 (Scattered Site units)

Responsible Agencies:
San Bernardino County Housing Authority
City of Hesperia Redevelopment Agency

H.G. 3: **PROVIDE CODE ENFORCEMENT TO ASSIST IN ELIMINATING SLUM AND BLIGHT IN LOW AND MODERATE-INCOME AREAS.**

Objective:
For a limited time, provide financial support for a 65 member volunteer group to promote neighborhood pride and improve the appearance of areas within designated enhancement areas. (Adopt-a-block)

Provide 2,050 code enforcement hours to two hundred (200) households within the designated low-income enhancement areas to eliminate slum and blight by the year 2005.

Target Groups: Low-income, and CDBG enhancement areas.

Activities: Provide pro-active enforcement. Designate and provide funding.

Funding Source: Community Development Block Grant (CDBG).
\$250,000

Responsible Agencies:

City of Hesperia Code Enforcement Division
City of Hesperia Redevelopment Agency

H.G. 4: **PRESERVE AND IMPROVE THE EXISTING SINGLE-FAMILY HOUSING STOCK THROUGH REHABILITATION WITH SPECIAL ATTENTION TO LEAD PAINT EDUCATION, INSPECTION, TESTING AND ABATEMENT AS NECESSARY.**

Objectives:

Provide twenty-five (25) rehabilitation loans to assist low and moderate-income households by the year 2005.

Provide sixty-five (65) rehabilitation loans for rental housing units by the year 2005.

Provide Code Enforcement assistance to twenty-five (25) low-income households by the year 2005.

Provide a Graffiti abatement program to eradicate graffiti in targeted areas.

Provide Lead-Based Paint Education/Outreach Efforts to one hundred-twenty (120) low and moderate-income households by the year 2005.

Provide lead-based paint testing as needed by the year 2005.

Target Groups: Very-low, low, and moderate income

Activities/programs:

Housing Rehabilitation Program: Provide twenty-five (25) low interest loans for low and moderate-income homeowners to rehabilitate code deficient items by 2005.

Rental Rehabilitation Loan Program: Provide loans for sixty-five (65) rental housing units deed restricted for low-income persons by 2005.

Funding Sources: Community Development Block Grant (CDBG), HOME funds and Tax Increment. \$1,000,000

Responsible Agencies:

City of Hesperia Redevelopment Agency
City of Hesperia Code Enforcement Division
City of Hesperia Public Works Division

H.G. 5: PROVIDE FAIR HOUSING SUPPORT AND SERVICES.

Objectives:

Provide fair housing education and outreach services to assist five hundred (500) residents by the year 2005.

Provide ten (10) outreach meetings to assist renters with fair housing problems by the year 2005.

Target Groups: Very-low and low-income persons.

Activities: Mediation Board hearings, outreach meetings

Funding Source: Community Development Block Grant (CDBG), HOME. \$80,000

Responsible Agencies:

Inland Fair Housing Mediation Board
City of Hesperia Redevelopment Agency

Housing Need #2: Provide for the needs of the homeless

H.G. 6: **PROVIDE SERVICES AND/OR HOUSING TO ASSISTANCE FOR HOMELESS PERSONS OR PERSONS AT-RISK OF BECOMING HOMELESS.**

Objective:

Provide homeless assistance services, emergency shelter, transitional shelter, and supportive housing for fifty (50) homeless persons, and persons at-risk of becoming homeless by the year 2005.

Target Groups: Homeless, and at-risk of becoming homeless individuals, and families.

Activities: Non-profit organizations that provide supportive services, emergency shelter, transitional shelter, and permanent housing to the homeless and those at-risk of becoming homeless population.

Funding Source: Community Development Block Grant (CDBG) funds \$35,000

Responsible Agency:

City of Hesperia Redevelopment Agency

Housing Need #3: Provide for the special needs of residents

H. G. 7: **SUPPORT THE FRAIL ELDERLY THROUGH OUTREACH SERVICES AND SUPPORT TO IMPROVE THEIR WELL-BEING AND ENABLE THEM TO MAINTAIN THEIR INDEPENDENCE.**

Objectives:

Provide services to one hundred twenty (120) elderly by the year 2005.

Expand case management programs by offering volunteer peer counseling services, daily activities, and support groups, counseling and seminars for adult children of aged parents by the year 2004.

Target Groups: Elderly and frail elderly.

Activities: Non-profit agencies and City programs that provide services to meet the needs of the elderly and frail elderly.

Funding Source: Community Development Block Grant (CDBG) funds.
\$10,000

Responsible Agency:
City of Hesperia Redevelopment Agency

H.G. 8: **ENSURE THAT AGING CITIZENS HAVE QUALITY HUMAN SERVICES, AND A SAFE AND DECENT LIVING ENVIRONMENT.**

Objective:
Provide two hundred (200) elderly with social services, education, and recreation activities to promote a spirit of dignity and limitless potential for and enriched life for seniors by the year 2005.

Target Groups: Elderly

Activities: Non-profit agencies and programs, Emergency Repair Program

Funding Source: Community Development Block Grant (CDBG).
\$25,000

Responsible Agency:
City of Hesperia Redevelopment Agency

Housing Need #4: Provide for persons with disabilities

H.G. 9: **ENSURE AND ENHANCE THE SAFETY AND ACCESSIBILITY FOR PERSONS WITH DISABILITIES.**

Objectives:
Provide support and service to sixty (60) disabled persons by the year 2005.

Complete eight (8) accessibility projects for the benefit of low and moderate households by the year 2005.

Provide twelve (12) services in the rehabilitation, conversion, or accessibility modifications to public facilities, single-family units, and parks for persons with disabilities and/or HIV/AIDS by the year 2005.

Target Groups: Disabled Persons

Activities: Construction or modification of facilities by Public Works Department and Non-profit agencies

Funding Source: Community Development Block Grant (CDBG) funds and Redevelopment Set-Aside. \$100,000

Responsible Agencies:

City of Hesperia Redevelopment Agency
City of Hesperia Public Works Division

H. G. 10: **PROVIDE PUBLIC SERVICE ACTIVITIES FOR LOW AND MODERATE-INCOME PERSONS, AND PERSONS WITH SPECIAL NEEDS.**

Objective:

Provide public services for two hundred (200) handicapped individuals and the homeless by the year 2005.

Target Groups: Very low, low and moderate-income persons.

Activity: Non-Profit agencies located in the City and County of San Bernardino.

Funding Source: Community Development Block Grant (CDBG). \$15,000

Responsible Agency:

City of Hesperia Redevelopment Agency

Housing Need #5: Provide for youth services

H.G. 11: PROVIDE SUPPORT SERVICES TO LOW AND MODERATE INCOME YOUTH AND YOUTH AT-RISK.

Objective:

Provide two hundred (200) youth with counseling/gang prevention, after school programs, and childcare by the year 2005.

Target Groups: Youth

Activities: Various non-profit agencies to provide after school recreation and daycare for children.

Funding Source: Community Development Block Grant (CDBG). \$45,000

Responsible Agency:

City of Hesperia Redevelopment Agency

Housing Need #6: Provide for non-housing public facilities needs

H. G. 12: IMPROVE PUBLIC FACILITIES TO MEET THE COMMUNITY NEEDS FOR RECREATION, EDUCATION, AND SAFETY BY IMPROVING PUBLIC FACILITIES FOR THE SPECIAL NEEDS POPULATION.

Objective:

Improve two (2) public facilities to senior recreation centers, youth centers, neighborhood facilities, childcare centers, park and recreational and library facilities by the year 2004.

Target Group: Public and recreational facilities.

Activities: Improvement of various City, County and non-profit facilities

Funding Source: Community Development Block Grant (CDBG) funds, and Redevelopment Tax Increment. \$20,000

Responsible Agencies:

City of Hesperia Redevelopment Agency
City of Hesperia Public Works Division
Hesperia Recreation and Park District
San Bernardino County Library

H.G. 13: PROVIDE INFRASTRUCTURE IMPROVEMENTS TO BENEFIT LOW AND MODERATE-INCOME RESIDENTS WITH IMPROVED SAFER AND MORE ACCESSIBLE NEIGHBORHOODS.

Objective:

Implement the Antelope Valley Wash Flood control system project by the year 2004.

Implement seven (7) infrastructure projects to include the repair or installation of; roads, signage, signalization, curb, gutter, and sidewalks, drain, flood, and sewage projects, and alley improvements in CDBG target areas by the year 2005.

Target Groups: Low income areas.

Activities: Construction of various public improvements

Funding Source: CDBG and Section 108 Loan Funds, and other funding sources. \$1,250,000

Responsible Agencies:

City of Hesperia Redevelopment Agency
City of Hesperia Public Works Division
San Bernardino County Flood Control Department

H.G. 14: PROVIDE FOR A FULL TIME GRANT WRITER POSITION TO ENABLE THE CITY TO PURSUE SUPPLEMENTAL FUNDING FOR HOUSING RELATED PROGRAMS.

Objective:

Establish a position within the City staff by the year 2003.

Target Groups: All eligible funding sources

Activities: Seek out and apply for eligible grant programs as appropriate to out other objectives.

Funding Source: City general fund and all federal, State and other grant programs.

Responsible Agencies:

City of Hesperia Redevelopment Agency
City of Hesperia Public Works Division
City Manager's Office

H.G. 15: **ESTABLISH MIXED USE ZONING AND DEVELOPMENT STANDARDS TO ENHANCE THE AVAILABILITY OF SITES AND FACILITATE THE LOCATION OF AFFORDABLE AND SPECIAL NEEDS HOUSING NEAR COMMERCIAL AND CIVIC SERVICES.**

Objective:

In the City's Development Code, adopt mixed-use standards for allowing new development to include attached and detached units adjacent to or within commercial or institutional uses by the year 2003.

Target Groups: All income groups and areas

Activities: Research and develop zoning ordinance

Funding Source: Community Development Block Grant (CDBG). City General Fund \$40,000

Responsible Agency:

City of Hesperia Planning Division

Housing Need #7: Provide new housing for all income groups

H. G. 17: **MAINTAIN THE CITY'S GENERAL PLAN LAND USE MAP AND ZONING ORDINANCE TO PERMIT THE FULL RANGE OF RESIDENTIAL DENSITIES WITHIN THE CITY BOUNDARIES.**

Objective:

Provide for necessary updates to the City's General Plan, zoning map and development standards to reduce to the extent possible any regulatory constraints to the provision of housing.

Target Group: All income groups.

Activities: Administration of the General Plan and zoning ordinance.

Funding Source: City General funds, and Redevelopment Tax Increment. \$30,000

Responsible Agency:
City of Hesperia Planning Division

H. G. 18: **CONTINUE THE IMPLEMENT THE CITY DENSITY BONUS PROGRAM TO INCLUDE INCREASED DENSITIES, FINANCIAL INCENTIVES, DESIGN CONCESSIONS AND PRIORITY PROCESSING.**

Objective:
Provide for the necessary staff to expeditiously process housing proposals and density bonus applications within the time frames established by the City.

Target Group: Seniors, very-low and low-income groups.

Activities: Review and approval of housing applications and density bonus requests.

Funding Source: City General funds, and Redevelopment Tax Increment. \$80,000.

Responsible Agencies:
City of Hesperia Redevelopment Agency
City of Hesperia Planning Division

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APPENDIX 1

LIST OF INDIVIDUALS AND ORGANIZATIONS
NOTIFIED FOR THE HOUSING ELEMENT
WORKSHOPS AND PUBLIC HEARINGS

NEWSPAPER ADVERTISEMENT

NEWSPAPER ARTICLES

PUBLIC HEARING ANNOUNCEMENTS

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Hesperia Chamber of Commerce
16367 Main St
Hesperia CA 92345

Hesperia Recreation & Parks District
PO Box 401055
Hesperia CA 92340-1055

Hesperia Unified School District
9144 3rd Ave
Hesperia CA 92345

Hesperia Leisure League
3122 3rd Ave
Hesperia CA 92345

Victor Valley Assoc. of Realtors
11890 Hesperia Rd
Hesperia CA 92345

Hesperia Church of the
Nazarene
PO Box 403025
Hesperia CA 92340-3025

Hesperia Community Church
16775 Olive St
Hesperia CA 92345

Hesperia Congregational Church
16754 Main St
Hesperia CA 92345

Hesperia Elks Lodge
9202 "E" Ave
Hesperia CA 92345

Hesperia Green Home Owners
Assoc.
Haven Management Inc.
2151 Convention Court Way #222
Ontario CA 91764

Hesperia United Methodist Church
18623 Main St
Hesperia CA 92345

Southwest Gas Corporation
PO Box 1498
Victorville CA 92393

Centro Christiano De Fe
18082 Atlantic Street
Hesperia CA 92345

Church of God
8519 Maple Ave
Hesperia CA 92345

Church of Religious Science of
Hesperia
10178 "I" Ave
Hesperia CA 92345

Community Church for Today
10180 "I" Ave
Hesperia CA 92345

Crosswinds Community Church
11610 "I" Ave
Hesperia CA 92345

Faith Lutheran Church
9600 7th Ave
Hesperia CA 92345

First Baptist Church of Hesperia
SBC
9875 7th Ave
Hesperia CA 92345

High Desert Baptist Association
11988 7th Ave
Hesperia CA 92345

Desert Rose Christian
Fellowship
10232 "I" Ave
Hesperia CA 92345

Iglesia Oasis En La Desierto
17508 Hercules St
Hesperia CA 92345

Jehovah's Witnesses
8480 Cottonwood Ave
Hesperia CA 92345

Jehovah's Witnesses
17855 Cherry St
Hesperia CA 92345

Jehovah's Witnesses
11424 Amethyst Rd
Hesperia CA 92345

Lighthouse Christian Church
9565 "C" Ave
Hesperia CA 92345

New Life Chapel
10184 7th Ave
Hesperia CA 92345

Spring Life Christian Center
17508 Hercules St
Hesperia CA 92345

Victor Valley Christian Church
11223 11th Ave
Hesperia CA 92345

Calvary Baptist Church
PO Box 401883
Hesperia CA 92340-1883

Grace Baptist Church
9969 11th Ave
Hesperia CA 92345

Landmark Missionary Baptist Church
11153 10th Ave
Hesperia CA 92345

Temple Baptist Church
11222 Maple Ave
Hesperia CA 92345

Mountain View Baptist Church
15131 Sequoia Rd
Hesperia CA 92345

Holy Family Catholic Church
9974 'I' Ave
Hesperia CA 92345

Grace Awakening Ministri
17579 Mesa
Hesperia CA 92345

Christian Life Chapel
16165 Walnut St
Hesperia CA 92345

Church of Jesus Christ Latter Day
Saints Hesperia Stake
10862 Maple Ave
Hesperia CA 92345

St. George Great Martyr Eastern
Orthodox Church
17323 Main St
Hesperia CA 92345

St. Hilary's Episcopal Mission
11305 Hesperia Rd
Hesperia CA 92345

Evangelical Free Church of the Mesa
7885 Arcadia Ave
Hesperia CA 92345

Abundant Life of Oak Hills
13032 Ranchero Rd
Hesperia CA 92345

Hesperia Full Gospel Ministries
16170 Walnut Street
Hesperia CA 92345

Lighthouse Christian Church
9565 "C" Ave
Hesperia CA 92345

Calvary Chapel of the High
Desert
14740 Eucalyptus St
Hesperia CA 92345

Living Water Faith Center II
17234 Main Street
Hesperia CA 92345

Pentecostal Church of God
10433 11th Ave
Hesperia CA 92345

High Desert Christian
Fellowship, a Wesleyan Church
PO Box 400606
Hesperia CA 92340-0606

Mountain View Church
17053 Main Street
Hesperia CA 92345

New Creation Lutheran Church
16200 Walnut Street
Hesperia CA 92345

The Family Church
11616 Hesperia Rd
Hesperia CA 92345

First Assembly of God of
Hesperia
11616 Hesperia Rd
Hesperia CA 92345

Desert Springs Church/Church on the
Mesa
17508 Hercules #A-3
Hesperia CA 92345

Christian Science Churches &
Reading Room
9756 11th Avenue
Hesperia CA 92345

Church of Christ
9280 5th Avenue
Hesperia CA 92345

Church of God – Victor Valley
(Anderson Indiana)
11075 3rd Ave
Hesperia CA 92345

Victor Valley Institute of Religion
18313 Bear Valley Rd
Hesperia CA 92345

Rev. Ron Luedemann
15888 Main Street
Hesperia CA 92345

Manna In The Desert
10433 11th Avenue
Hesperia CA 92345

Seventh Day Adventist Church
of Hesperia
8518 Maple Avenue
Hesperia CA 92345

Little Country Christian Church
16754 Main
Hesperia CA 92345

Sonrise Christian Fellowship
7885 Arcadia Ave
Hesperia CA 92345

Desert Rose Christian
Fellowship
10232 "I" Avenue
Hesperia CA 92345

Hesperia Christian Center
17250 Lemon St
Hesperia CA 92345

Building Industry Assoc. Baldy Mesa
Region
9227 Haven Ave #280
Rancho Cucamonga CA 91730

Hesperia Kiwanis
PO Box 400078
Hesperia CA 92340-0078

Veterans of Foreign Wars Post
#2924
10184 Hesperia Rd
Hesperia CA 92345

Hesperia Property Owners Assoc.
P Box 401003
Hesperia CA 92340-1003

Oak Hills Property Owners
Assoc.
10991 Lincroft Rd #14
Oak Hills CA 92345

Summit Valley Committee
c/o Mike Dombrowski
13090 Hwy 138
Hesperia CA 92345

Edison International
12253 Hesperia Rd
Victorville CA 92392

Southern California Gas Co
Mike Edson
17071 Gas Line Rd
Victorville CA 92392-1007

Verizon
15055 La Paz Dr
Victorville CA 92392

Hesperia Airport
7070 Summit Valley Rd
Hesperia CA 92345

Advance Disposal
PO Box 400997
Hesperia CA 92340-0997

Charter Communications
12490 Business Center Dr
Victorville CA 92392

Falcon Cablevision
9536 "C" Ave
Hesperia CA 92345

Victor Valley Moose Lodge
11083 Hesperia Rd
Hesperia CA 92345

Greg Akins
OHCPAC Member
SVL Box 9526
Victorville CA 92392

Skip Bond
OHCPAC Member
10638 Ranchero Rd
Oak Hills CA 92345

Barbara Raehn
OHCPAC Member
15408 Rodeo St
Hesperia CA 92345

Chuck Scolastico
OHCPAC Vice Chairman
8838 Grandview Rd
Oak Hills CA 92345

Tom Seabold
OHCPAC Chairman
8838 Lilac Rd
Oak Hills CA 92345

Emil Torres
OHCPAC Member
7184 Topaz Ave #2403
Hesperia CA 92345

Kathy Van Natta
OHCPAC Member
10929 Lincroft #14
Oak Hills CA 92345

James Bratton, Chairman
Community Enhancement Committee
16843 Sultana St
Hesperia CA 92345

Robert Castrellon, Member
Community Enhancement
Committee
7828 Pismo
Hesperia CA 92345

Paul Clemente Jr., Member
Community Enhancement
Committee
14329 Stonecreek Dr
Hesperia CA 92345

Rosemarie Hellmich, Member
Community Enhancement Committee
7040 Kenyon Ave
Hesperia CA 92345

Lou Houlemarde Sr., Member
Community Enhancement
Committee
7375 Bangor Ave
Hesperia CA 92345

Rebecca Harris, Vice Chair
Community Enhancement
Committee
9839 Cottonwood Ave
Hesperia CA 92345

Donald Stebbins, Member
Econ. Dev./Housing Advisory
Committee
17430 Adobe St
Hesperia CA 92345

Shawna Irish, Member
Public Safety Advisory
Committee
9534 Verdugo
Hesperia CA 92345

Sharon Sadd, Member
Public Safety Advisory
Committee
15408 Halinor St
Hesperia CA 92345

Carol Hearn, Member
Public Works Advisory
Committee
18303 Yucca St
Hesperia CA 92345

Craig Sundgren, Member
Public Works Advisory
Committee
16501 Walnut St #1
Hesperia CA 92345

Phillip Hill, Commissioner
Hesperia Planning Commission
18776 Wisteria
Hesperia CA 92345

ESPN Radio 1590
12370 Hesperia Rd
Victorville CA 92392

KWRN Radio Mexico
15165 7th St
Victorville CA 92392

Ruby Broadcasting
16461 Mojave Dr
Victorville CA 92392

Lou Houlemarde Jr., Member
Econ. Dev./Housing Advisory
Committee
18025 Palm Dr
Hesperia CA 92345

Paul Russ, Member
Econ. Dev./Housing Advisory
Committee
9270 Jacaranda Ave
Hesperia CA 92345

Richard Lupton, Member
Public Safety Advisory Committee
15118 Walnut St
Hesperia CA 92345

Anthony Adams
Public Safety Advisory Committee
18019 Sequoia
Hesperia CA 92345

Paul Johnson, Member
Public Works Advisory Committee
8888 Glendale
Hesperia CA 92345

George Beardsley II, Chairman
Hesperia Planning Commission
16039 Mesquite
Hesperia CA 92345

Ron Moser, Commissioner
Hesperia Planning Commission
17980 Seaforth
Hesperia CA 92345

KAT Country 100.7
12370 Hesperia Rd
Victorville CA 92392

KZXY 102.3 FM Y102
12370 Hesperia Rd
Victorville CA 92392

TALK 960
12370 Hesperia Rd
Victorville CA 92392

Kim Pedersen, Member
Econ. Dev./Housing Advisory
Committee
18390 Main St
Hesperia CA 92345

Dale Holtkamp, Member
Public Safety Advisory
Committee
7474 Topaz Ave
Hesperia CA 92345

Ed Pack, Member
Public Safety Advisory
Committee
7709 Lobos Ave
Hesperia CA 92345

Lewis Adams, Member
Public Works Advisory
Committee
15921 Sultana St
Hesperia CA 92345

Roger Peeters, Member
Public Works Advisory
Committee
11815 Ivy Ave
Hesperia CA 92345

Joline Bell, Commissioner
Hesperia Planning Commission
7450 3rd Ave
Hesperia CA 92345

Thomas Steeno, Vice Chairman
Hesperia Planning Commission
9111 8th Ave
Hesperia CA 92345

KSZL AM
11920 Hesperia Rd
Hesperia CA 92345

Clear Channel Radio Victorville
12370 Hesperia Rd #17
Victorville CA 92392

KHIZ-TV-64
15605 Village Dr
Victorville CA 92392

ANNOUNCEMENT OF PUBLIC HEARING TO ALL BUSINESSES, PROPERTY OWNERS AND RESIDENTS

Housing Element-Year 2001 Update

The City of Hesperia invites you to attend a public hearing to be held by the City Council to discuss the updated Housing Element with the public and business community.

The Housing Element is the portion of the General Plan that addresses the adequacy, availability and affordability of housing in the City. The Housing Element includes goals, policies and objectives for the preservation, improvement and development of housing.

The public hearing will be held in City Council Chambers, located in City Hall at 15776 Main Street. The meeting will be on Wednesday, September 5th, at 6:30 P.M.

This public hearing offers an opportunity for the public, property owners and the business community to discuss the City's updated Housing Element.

The City welcomes your participation. For further information, please call the Community Development Department at 947-1224.

ANNOUNCEMENT OF PUBLIC HEARING

TO ALL BUSINESSES,
PROPERTY OWNERS
AND RESIDENTS

Housing Element Year 2000 Update

The City of Hesperia invites you to attend a public hearing to be held by the Planning Commission to discuss the updated Housing Element with the public and business community.

The Housing Element is the portion of the General Plan that addresses the adequacy, availability and affordability of housing in the City. The Housing Element includes goals, policies and objectives for the preservation, improvement and development of housing.

The public hearing will be held in the City Council Chambers, located in City Hall at 15776 Main Street. The hearing will be on Thursday, September 28th at 6:30 P.M.

This public hearing offers an opportunity for the public, property owners and the business community to discuss the City's Housing Element.

The City welcomes your participation. For further information, please call the Community Development Department at 947-1224.

ANNOUNCEMENT OF PUBLIC MEETING TO ALL BUSINESSES, PROPERTY OWNERS AND RESIDENTS

Housing Element-Year 2001 Update

The City of Hesperia invites you to attend a public meeting to be held by the Economic Development/Housing Advisory Committee to discuss the updated Housing Element with the public and business community.

The Housing Element is the portion of the General Plan that addresses the adequacy, availability and affordability of housing in the City. The Housing Element includes goals, policies and objectives for the preservation, improvement and development of housing.

The public meeting will be held in Conference Room "A", located in City Hall at 15776 Main Street. The meeting will be on Monday, July 23rd, at 4:00 P.M.

This public hearing offers an opportunity for the public, property owners and the business community to discuss the City's updated Housing Element.

The City welcomes your participation. For further information, please call the Community Development Department at 947-1224.

High Desert home prices rising quickly

► REAL ESTATE:

fastest selling housing development in desert located in Adelanto.

By **TERI FIGUEROA**

Staff Writer

VICTORVILLE — The permits have been pulled and the homes going up — and so are the property values.

Median home prices in the High Desert are at \$115,530 — up from \$88,140 in April 1999.

Between January and June, Victorville officials approved construction permits for new homes

worth some \$66.8 million — up nearly 200 percent from the same six month period in 2000.

Over the same period, Hesperia permitted new homes worth nearly \$25 million, almost 75 percent higher than the previous year.

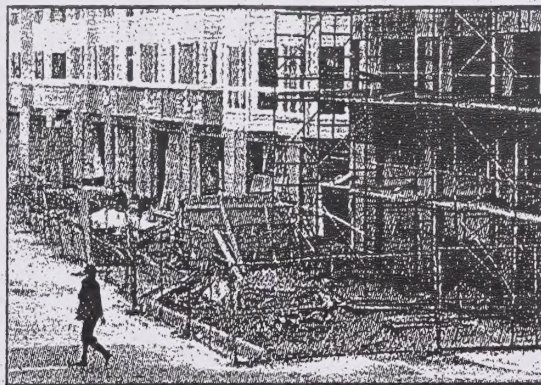
Apple Valley dipped a bit, from \$43.2 million to \$41.2 million in new home construction permits.

Those numbers are good news, said Bradco Companies president Joseph Brady.

"At least the High Desert is showing steady growth," Brady said. "We're not where we were in 1989. We're still about 75 percent below those numbers. I don't.

Please see **HOME SALES, A7**

A woman walks past a row of town-homes being built near Ocean Beach in San Francisco.



Associated Press

Californians squeeze closer amid worsening housing shortage

SACRAMENTO (AP) — Forget the good weather, the great jobs, the ocean next door. For millions of Californians, housing is the cross they must bear for living here.

There simply isn't enough of it.

For nearly 20 years, California's home-building industry has lagged behind the state's

population growth. Every year it builds about 140,000 new places for people to live. And every year that's 80,000 short, say state housing officials.

The result is a lifestyle constraint unique in the West.

As builders have fallen more than 800,000 homes behind

Please see **SHORTAGE, A5**

HOME SALES / From A1

know if we are going to see those numbers again — but we are clearly on the upswing."

In the last six months, 27 percent of all the homes on the market in Victor Valley sold. And foreclosures have dropped to 15.7 percent of all homes on the market in the High Desert. Five years ago, that number peaked at 33.6 percent.

Adelanto residential property values are down with the San Bernardino County Office of Assessor — but maybe not for long.

The city is home to Picket Fences, the fastest selling housing development in the High Desert.

Pacific Century — Picket Fences developer — was the first builder to invest in the city in more than three years, putting up about 150 houses at the south end.

Then came Picket Fences Two, with 236 homes. The homes range from about \$80,000 to \$140,000 each.

Brady said the second fastest-selling housing development is Mayberry, on the west edge of Victorville.

SHORTAGE / From A1

demand, according to state estimates, only one in three Californians can afford a median-priced home of more than \$250,000.

Millions of working people spend more than half their paychecks for rent. The state's homeownership rate is declining — 55 percent compared to 66 percent nationally. And as the homes in the rest of the United States becomes less crowded, Californians are moving in together to make ends meet.

"In San Jose," said California Research Bureau Director Dean Mischynski, "even the lawyers have roommates now."

The reasons for the state's housing paralysis are dazzlingly com-

plex. But whatever the causes, the state's Department of Housing and Community Development warns of extreme shortages in years ahead.

California needs an "unprecedented amount of new housing construction," the agency said, "more suburban housing, more infill housing, more ownership housing, more rental housing, more affordable housing, more senior housing, and more family housing."

In California during the 1990s, the number of new houses, apartments and condominiums continued a 1980s trend of falling behind household growth. Simultaneously, average home occupancy rose from 2.8 to 2.9 people, revealing that human closeness is becoming a way of life.

In places such as Fresno County and cities of San Jose, Santa Rosa and Merced, average occupancy jumped past three per household. Arvin in Kern County averages 4.5 people per dwelling. In Los Angeles County, East Compton averages five per home.

Nationally, the average per household is 2.6 and falling.

Authorities say the California numbers reflect immigrants crowding together, but also skyrocketing prices driving others in to sharing space.

In Berkeley, Hermina Astalis recently bought a house with her sister after renting for years and living with three and four others. Now, a homeowner in her late 20s, she recalls stories of rental hell.

"It took me six weeks once to find a room in a house," she said. "At the time I couldn't afford a one-bedroom by myself. It's like a full-time job looking for an apartment."

In San Francisco, where monthly rent for a one-bedroom apartment ranges from \$1,795 to \$3,495, people with roommates increased 30 percent during the 1990s.

Shortages mean higher prices, said Tim Coyle, senior vice president of the California Building Industry Association.

"Statewide, the median home price is \$252,000," Coyle said. "In order to qualify for a \$252,000 house, you need to be making \$84,000 to \$85,000 a year. The statewide median income is \$43,000 to \$44,000."

Homeowner help available

City sponsors first-time buyers' assistance program

By RANDALL HUNTLEY
Staff writer

The City of Hesperia offers low-income, first-time home buyers two financial programs that could increase local home ownership.

"We're inviting buyers to apply for these loans," said Interim Administrative Analyst Stacy Hearn. "They're interest-free and offer great opportunities to facilitate improvement and purchasing."

The Downpayment Assistance Program offers a loan of up to \$20,000 as gap financing, or an amount needed to complete a purchase.

Scott McGookin, senior development specialist for the city, said the DAP loan has been available for about a year and will be an ongoing program.

But only two loans out of about two dozen applications have been approved.

McGookin said he thought the reason for the low approval ratio was that buyers didn't know enough about credit.

"The applications seem to fail for minor credit reasons — not major problems, but small ones the borrowers don't know how to handle," he said.

The DAP program requires prospective buyers to attend five homebuyer training sessions to help navigate them

GET HELP

Information or application packets can be obtained from Stacy Hearn at Hesperia City Hall, 15776 Main Street, or call 947-1910.

through the buying process.

The sessions include preparing for home ownership, shopping for a home, obtaining a mortgage, closing and life as a homeowner.

"We're hopeful that some applicants will take these courses and apply what they learn before they apply, so that credit problems that might impede them can be remedied before consideration for the loan," McGookin said.

The DAP offers a 30-year, interest-free loan. Payments are deferred for 15 years after close of escrow. The loan balance is payable in level payments over the last 15 years of the note.

The loan is non-assumable, meaning if the borrower decides to sell the residence during the term of the note, the balance owing on the loan is due on sale.

To qualify for the loan, a buyer must show that funds sufficient to pay 3 percent of closing costs are available in addition to the loan amount. These funds may come from a variety of

Please see **HOMEOWNERS, A6**

HOMEOWNERS / From A1

sources, including the seller of the property the buyer seeks to purchase.

The buyer must show evidence of current employment, usually paycheck stubs for the past two months.

Loan amounts are determined by the number of persons in the buyer's household and the market value of the property purchased.

Income requirements place maximums based on the number of household members.

A single buyer, to be eligible, can have a maximum income of

\$27,950.

A family of four can earn up to \$39,900 and be eligible.

A household of eight qualifies at up to \$52,700 in income.

Loans are confined to purchasers who will use the home as their principal residence. This means buyers cannot use the home solely as a vacation home or as income or rental property.

All properties purchased must be in the city of Hesperia.

The Owner-Occupied Housing Rehabilitation Loan Program offers a deferred, interest-free 30-year loan of up to \$15,000 to im-

prove owner-occupied homes.

"This is a great loan because it could help homeowners improve energy-efficiency," Hearn said.

She said improvement items aren't confined to existing appliances or fixtures. The funds could be used to install air conditioning, improve landscaping, buy a new roof, install or replace septic systems or connect sewers.

"Code enforcement is the first priority with these loans," McGookin said. "If the existing structure is in violation of code, we want the borrower to bring it up, then use the remainder of

funds provided for further improvements."

Both loan programs consider applications on a first-come first-served basis.

"We're pushing these loans," Hearn said. "We're doing our best to let people know they're available. We're anxious to help our residents become homeowners."

"So often, you hear about people being unable to qualify for home ownership. The requirements for these loans are really quite liberal, and we want to provide these funds."

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APPENDIX 2

COMMUNITY NEEDS SURVEY AND NOTICE

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CITY OF HESPERIA

COMMUNITY NEEDS SURVEY – ANALYSIS

CDBG provides eligible metropolitan cities and urban counties (called “entitlement communities”) with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons.

The Consolidated Plan provides the framework for a planning process used by States and localities to identify housing, homeless, community and economic development needs and resources and to tailor a strategic plan for meeting these needs.

For citizens, the Consolidated Plan provides a way to help define priorities for addressing housings, homeless, community and economic development needs within their communities. For grantees, it simplifies the steps needed to receive funds under four HUD block grant programs: the Community Development Block Grant (CDBG), the Emergency Shelter Grant (ESG), HOME Investment Partnerships Program (HOME), and Housing Opportunities for Persons with AIDS (HOPWA). It also provides a way to measure if the activities funded with these programs actually meet the needs and objectives identified by the community.

Surveys were distributed all throughout the high schools and mailed to various residents in the City. The survey was also placed on the City’s Web page. To increase the rate of response of the mailed surveys, the surveys included a self-addressed, stamped envelope. These surveys were designed to collect data on a “priority-need” basis as defined by the United States Department of Housing and Urban Development (HUD):

?? <i>High Priority</i>	Activities to address this need will be funded by the City during the coming five-year period
?? <i>Medium Priority</i>	If funds are available, activities to address this need may be funded during the five year period
?? <i>Low Priority</i>	The City will not fund activities to address this need during the five-year Period
?? <i>No Such Need</i>	No need or the City shows that this need is already substantially addressed

When asked what the respondents believed to be a ‘*high*’ priority-need, Street Improvements (97.8%) received the highest priority. Approximately 77.8 percent of the respondents believed Job Creation and Flood Prevention and/or Drainage Improvements were a high priority, while 64.4 percent considered Residential Property Maintenance/Code Enforcement and Commercial Rehabilitation were a high priority need.

Each community need was given a percentage breakdown and listed from the highest percentage to the lowest percentage according to the ‘*high*’ priority scale. Table 1 provides the percentage breakdown for each community need.

CITY OF HESPERIA
PERCENTAGE OF RESPONSE OF EACH COMMUNITY NEED

TABLE 1

Community Needs	High (H)	Medium (M)	Low (L)	No Such Need	No Response (NR)
Street Improvements	97.8%	2.2%	0.0%	0.0%	0.0%
Job Creation	77.8%	11.1%	4.4%	0.0%	6.7%
Flood Prevention and/or Drainage Improvements	77.8%	11.1%	6.7%	0.0%	4.4%
Residential Property Maintenance/Code Enforcement	64.4%	20.0%	8.9%	0.0%	6.7%
Commercial Rehabilitation	64.4%	17.8%	6.7%	0.0%	11.1%
Employment Training	55.6%	17.8%	13.3%	2.2%	11.1%
Crime Awareness	53.3%	40.0%	6.7%	2.2%	8.9%
Youth Services	46.7%	28.9%	11.1%	0.0%	13.3%
Youth Centers	44.5%	33.3%	11.1%	2.2%	8.9%
Residential Rehabilitation	44.4%	28.9%	11.1%	0.0%	15.6%
Transportation Services	44.4%	22.2%	24.4%	0.0%	8.9%
Sewer Improvements	44.4%	20.0%	17.8%	4.4%	13.3%
Business Support Services	42.2%	31.1%	11.1%	2.2%	13.3%
Water System Improvements	37.8%	31.1%	22.2%	0.0%	8.9%
Parks & Recreation Facilities	37.8%	33.3%	20.0%	0.0%	8.9%
Homeowner Rehabilitation	35.6%	26.7%	22.2%	4.4%	11.1%
Public Buildings	35.6%	17.8%	35.6%	0.0%	11.2%
Homeownership Assistance	33.3%	24.4%	22.2%	8.9%	11.1%
Neighborhood – Based Small Business Uses	31.1%	26.7%	24.4%	2.2%	15.6%
Health Facilities	31.1%	26.7%	28.9%	0.0%	13.3%
Park & Recreation Facilities	28.9%	35.6%	22.2%	2.2%	11.1%
Child Care Center Preschool Daycare	28.9%	42.2%	20.0%	0.0%	8.9%
Senior Citizen Services	28.9%	37.8%	22.2%	4.4%	6.7%
Handicapped Services	26.7%	40.0%	24.4%	0.0%	8.9%
Senior Citizen Center	24.5%	31.1%	28.9%	4.4%	11.1%
Improvements for Handicapped Accessibility	24.5%	37.8%	22.2%	4.4%	11.1%
Lead Paint Testing & Abatement	24.4%	15.6%	28.9%	20.0%	11.3%
Parking Facilities	22.2%	17.8%	44.4%	4.4%	11.1%
Substance Abuse Services	20.0%	33.3%	33.3%	2.2%	11.2%
Fair Housing Counseling	20.0%	28.9%	37.8%	4.4%	8.9%
Homeless/Transitional Housings	17.8%	22.2%	37.8%	8.9%	13.3%
Special Needs Housing Facilities: Mental Illness, Drug/Alcohol Abuse, HIV needs	17.8%	20.0%	44.5%	4.4%	13.3%
Centers for the Disabled	17.8%	51.1%	17.8%	2.2%	11.1%
Other Neighborhood Facilities/Community Centers	13.3%	13.3%	20.0%	0.0%	53.4%
Other Economic Development Needs	13.3%	15.6%	8.9%	2.2%	60.0%
Rental Housing Development	13.3%	24.5%	33.3%	15.6%	13.3%
Other Neighborhood Facilities Community Centers	11.2%	13.3%	13.3%	2.2%	60.0%
Tenant-Based Rental Assistance	8.9%	26.7%	37.8%	13.3%	13.3%
Other Housing Needs	8.9%	15.5%	13.3%	6.7%	55.6%

Centers for the Disabled (51.1%), Crime Awareness (40.0%), and Handicapped Services (40.0%) received the highest priority on the 'medium' priority scale.

**CITY OF HESPERIA
CONSOLIDATED PLAN
COMMUNITY DEVELOPMENT NEEDS SURVEY
(Community Development Block Grant Program)**

As part of the City of Hesperia's preparation of a U.S. Department of Housing and Urban Development (HUD) Five-Year Consolidated Plan, the City is starting the planning process to identify its overall housing and community development needs. The primary purpose of the Plan is to match resources from the Community Development Block Grant (CDBG) program, with the needs of under-served residents. Your input is an important part of this Plan. As a resident, club or organization your feedback relative to the needs in your neighborhood or service areas is important.

An important part of preparing the Consolidated Plan is setting goals and objectives and identifying community needs. In doing so, the Consolidated Plan will provide insight into the community's concerns, needs, persons and ideas. It will also help determine the progress the City has made in addressing the priority concerns identified five years ago and new concerns and issues facing the community now or in the future.

The City has prepared a Consolidated Plan Community Development Needs Survey Form to make responding to this request for information more simple. Need Categories being surveyed include: Accessibility Needs (Removal of Barriers to the Handicapped), Economic Development Needs, Housing Needs, Infrastructure Needs, Public Facility Needs, and Public Service Needs. It is important that we receive your input relative to these and other needs within the City of Hesperia.

You are encouraged in participating in this survey that will begins on Wednesday January 26, 2000 and will be available for input through Thursday February 10, 2000.

The survey is available by requesting that a copy be mailed to you, or you may pick-up a survey form from the following locations:

- (1) Hesperia City Hall; 15776 Main Street at the City Clerks Office, Building and Safety Counter, or Water Billing Departments
- (2) San Bernardino County Library (Hesperia Branch); 9565 7th Avenue
- (3) Hesperia Fire Station; 17288 Olive
- (4) Or on the City Web Site at: www.hesperia.net

Survey responses need to be returned by Thursday February 10, 2000 for tabulation. Survey forms need to be returned to: City of Hesperia ; Attn: Scott McGookin, 15776 Main Street, Hesperia, California 92345. Questions call: (760) 947-1114 or come in to the Economic Development Department at City Hall (Monday- Thursday from 7:30 a.m. to 5:30 p.m.).

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PROJECTED BUILDOUT OF MULTIFAMILY UNITS
WITHIN THE CITY OF HESPERIA

AVAILABLE ACRES # OF UNITS

AREA 1	323	1,230
AREA 2	37	856
AREA 3	8	75
AREA 4	1	10
AREA 5 (MFD)	13	130
AREA 6 (M)	63	1,030
AREA 6	105	1,390
AREA 7 (MFD)	10	390
AREA 7 (M)	115	1,725
AREA 8 (MFD)	19	190
AREA 8 (M)	45	875
TOTAL	610	10,730

APPENDIX 3

MULTIPLE FAMILY LAND USE INVENTORY

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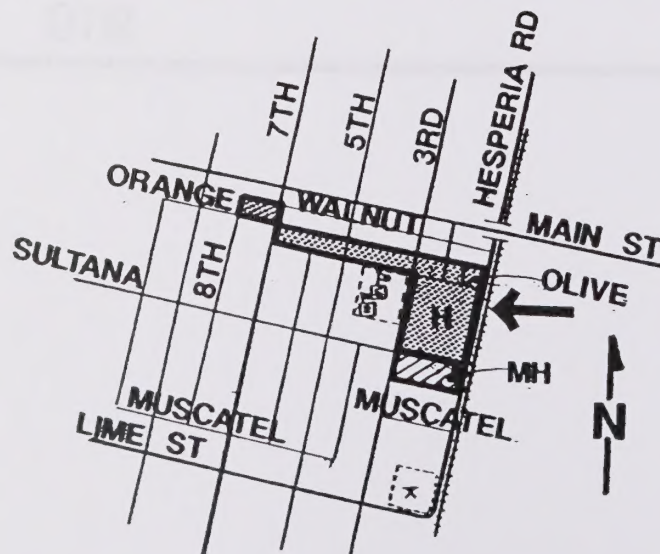
**PROJECTED BUILDOUT OF MULTI-FAMILY UNITS
WITHIN THE CITY OF HESPERIA**

	AVAILABLE ACRES	# OF UNITS
AREA 1	323	3,230
AREA 2	37	555
AREA 3	5	75
AREA 4	79	790
AREA 5 (MH)	13	130
AREA 5 (H)	69	1,035
AREA 6	106	1,590
AREA 7 (MH)	99	990
AREA 7 (H)	115	1,725
AREA 8 (MH)	19	190
AREA 8 (H)	45	675
TOTAL	910	10,985

MULTIPLE FAMILY LAND INVENTORY

AREA 8: HIGH DENSITY 8.0 - 15 du/ac	84 ACRES	675 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
PROPERTIES LOCATED SOUTH OF THE OFFICE PROFESSIONAL DESIGNATED LANDS ON THE DRAFT LAND USE MAP WHICH ARE LOCATED SOUTH OF WALNUT, NORTH OF OLIVE, BOUNDED ON THE WEST BY 7TH, BOUNDED ON THE EAST BY HESPERIA RD. ALSO, PROPERTIES SOUTH OF OLIVE, NORTH OF THE MEDIUM LOW SECTION THAT IS NORTH OF MUSCATEL BOUNDED ON THE WEST BY 3RD, BOUNDED ON THE EAST BY HESPERIA RD.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: SEWER EXTENSION NEEDED FROM MAIN. <u>ROADS</u>: EXISTING BUT MAY NEED IMPROVEMENT. <u>DRAINAGE</u>: IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u>: ELEMENTARY @ 3RD & OLIVE, SR. HIGH IS 3 MILES, JR. HIGH IS 1 1/2 MILES. <u>PARKS</u>: 1/2 MILE TO LIME STREET PARK. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 1 MILE AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1 MILE.	MF RESIDENTIAL 21 ACRES SF RESIDENTIAL 13 ACRES MOBILEHOME PK 5 ACRES VACANT 45 ACRES

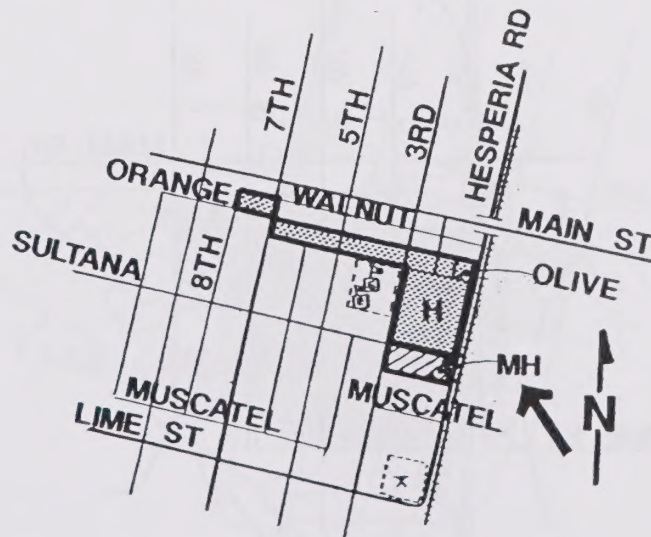
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 8: MEDIUM HIGH DENSITY 5.0 - 10.0 du/ac	19 ACRES	190 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
PROPERTIES LOCATED SOUTH OF THE OFFICE PROFESSIONAL DESIGNATED LANDS ON THE DRAFT LAND USE MAP WHICH ARE LOCATED SOUTH OF WALNUT, NORTH OF OLIVE, BOUNDED ON THE WEST BY 7TH, BOUNDED ON THE EAST BY HESPERIA RD. ALSO, PROPERTIES SOUTH OF OLIVE, NORTH OF THE MEDIUM LOW SECTION THAT IS NORTH OF MUSCATEL BOUNDED ON THE WEST BY 3RD, BOUNDED ON THE EAST BY HESPERIA RD.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: SEWER EXTENSION NEEDED FROM MAIN. <u>ROADS</u>: EXISTING BUT MAY NEED IMPROVEMENT. <u>DRAINAGE</u>: IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u>: ELEMENTARY @ 3RD & OLIVE, SR. HIGH IS 3 MILES, JR. HIGH IS 1 1/2 MILES. <u>PARKS</u>: 1/2 MILE TO LIME STREET PARK. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 1 MILE AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1 MILE.	VACANT 19 ACRES

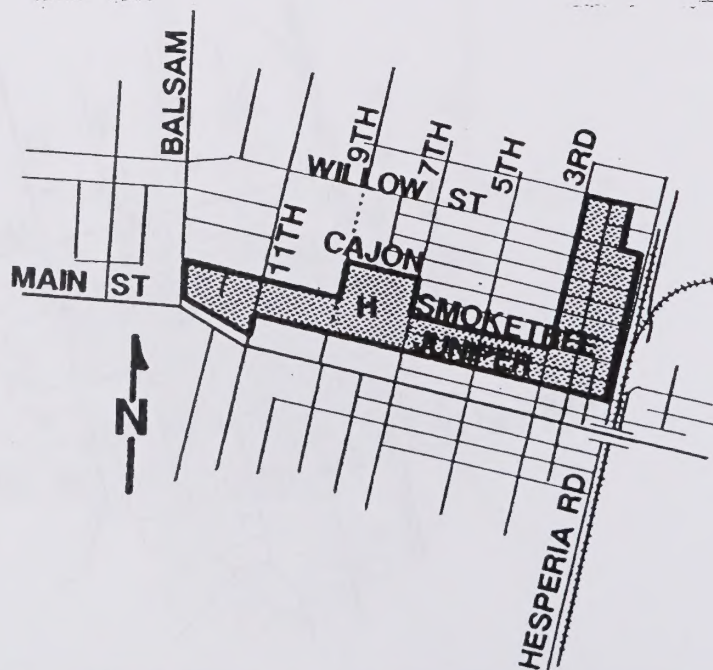
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 6: HIGH DENSITY 8.0 - 15 du/ac	190 ACRES	1,590 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
NORTH OF JUNIPER AND SOUTH OF HERCULES BETWEEN 3RD AND LOCATED BEHIND COMMERCIAL STRIP OFF OF HESPERIA RD. ALSO, SOUTH OF SMOKETREE, NORTH OF JUNIPER, BETWEEN 7TH AND 3RD. ALSO, SOUTH OF CAJON AND NORTH OF JUNIPER BETWEEN 9TH AND 7TH. ALSO, SOUTH OF SMOKE TREE, NORTH OF JUNIPER BETWEEN BALSAM AND 9TH.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: AVAILABLE AT MAIN AND 11TH EAST OF 3RD STREET AND FROM 7TH ST. <u>ROADS</u>: EXIST BUT NEED CURB, GUTTER. <u>DRAINAGE</u>: IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u>: WITHIN 1 MILE OF ELEMENTARY AND JR. HIGH, 2 MILES TO SR. HIGH. <u>PARKS</u>: 1 1/2 MILES TO LIVE OAK PARK. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT AND PATROL AREA APPROX. 1/2 MILE AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1-1/2 MILES.	MF RESIDENTIAL 29 ACRES SF RESIDENTIAL 50 ACRES OTHER 5 ACRES VACANT 106 ACRES

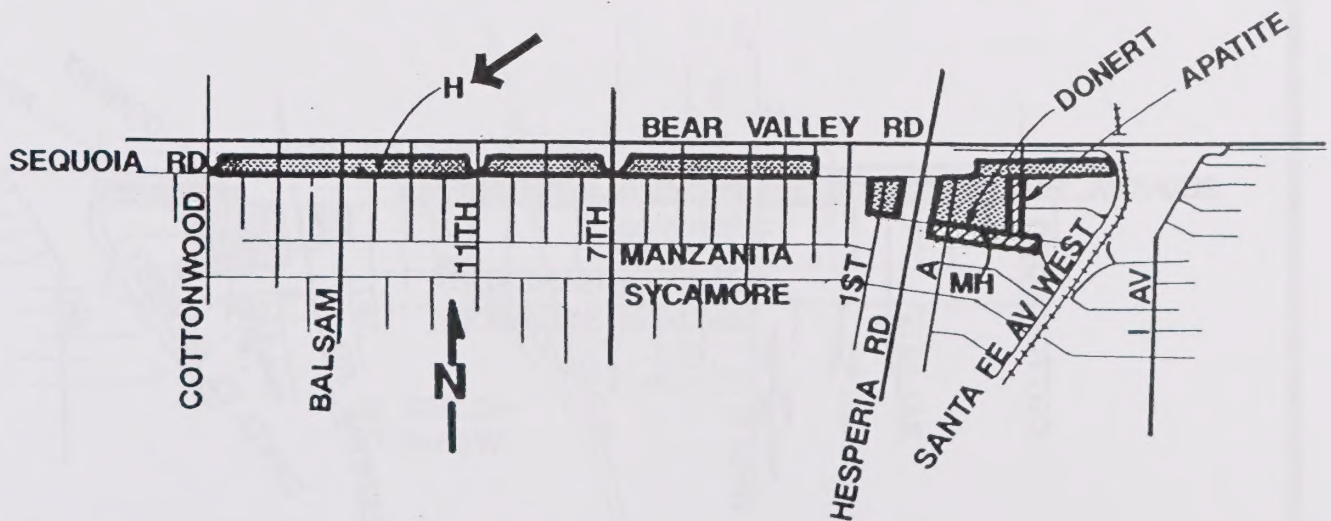
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 5: HIGH DENSITY 8.0 - 15 du/ac	154 ACRES	1,035 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
NORTH OF SEQUOIA AND HALF-DEPTH TO BEAR VALLEY, BOUNDED BY COTTONWOOD ON THE WEST AND 2ND ON THE EAST. ALSO, SOUTH OF SEQUOIA, NORTH OF MANZANITA, EAST OF 2ND AND WEST OF HESPERIA RD. ALSO, EAST OF HESPERIA RD., AND WEST OF APATITE, SOUTH OF SEQUOIA AND NORTH OF SEQUOIA HALF-DEPTH TO BEAR VALLEY BETWEEN GARNET AND SANTA FE WEST.	<u>WATER</u> : AVAILABLE. <u>SEWER</u> : AVAILABLE. <u>ROADS</u> : EXISTING BUT MAY NEED IMPROVEMENT. <u>DRAINAGE</u> : IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u> : ELEMENTARY IS 1 MILE, JR. HIGH IS 2 TO 2 1/2 MILES, SR. HIGH IS 3 MILES. <u>PARKS</u> : 4 TO 5 MILES TO CITY AND REGIONAL PARKS. <u>POLICE</u> : SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 3 MILES AWAY. <u>FIRE</u> : SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 3 TO 4 MILES.	MF RESIDENCE 66 ACRES SF RESIDENCE 13 ACRES SCHOOL/COMM BUS 6 ACRES VACANT 69 ACRES

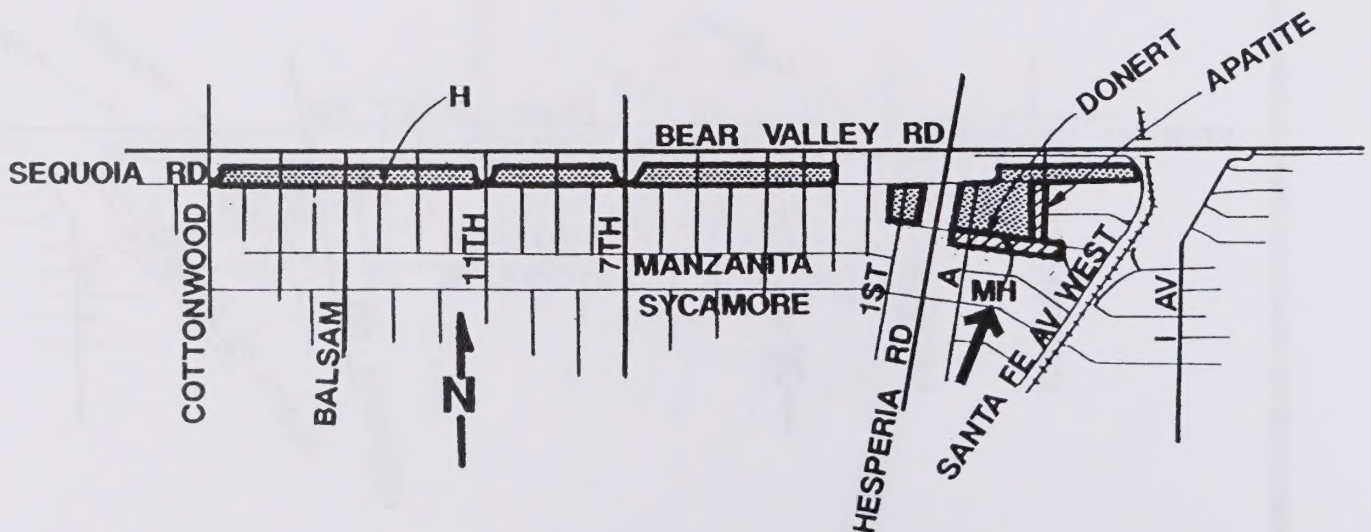
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 5: MEDIUM HIGH DENSITY 5.0 - 10.0 du/ac	21 ACRES	130 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
NORTH OF SEQUOIA AND HALF-DEPTH TO BEAR VALLEY, BOUNDED BY COTTONWOOD ON THE WEST AND 2ND ON THE EAST. ALSO, SOUTH OF SEQUOIA, NORTH OF MANZANITA, EAST OF 2ND AND WEST OF HESPERIA RD. ALSO, EAST OF HESPERIA RD., AND WEST OF APATITE, SOUTH OF SEQUOIA AND NORTH OF SEQUOIA HALF-DEPTH TO BEAR VALLEY BETWEEN GARNET AND SANTA FE WEST.	<u>WATER</u> : AVAILABLE. <u>SEWER</u> : AVAILABLE. <u>ROADS</u> : EXISTING BUT MAY NEED IMPROVEMENT. <u>DRAINAGE</u> : IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u> : ELEMENTARY IS 1 MILE, JR. HIGH IS 2 TO 2 1/2 MILES, SR. HIGH IS 3 MILES. <u>PARKS</u> : 4 TO 5 MILES TO CITY AND REGIONAL PARKS. <u>POLICE</u> : SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 3 MILES AWAY. <u>FIRE</u> : SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 3 TO 4 MILES.	SF RESIDENCE 8 ACRES VACANT 13 ACRES

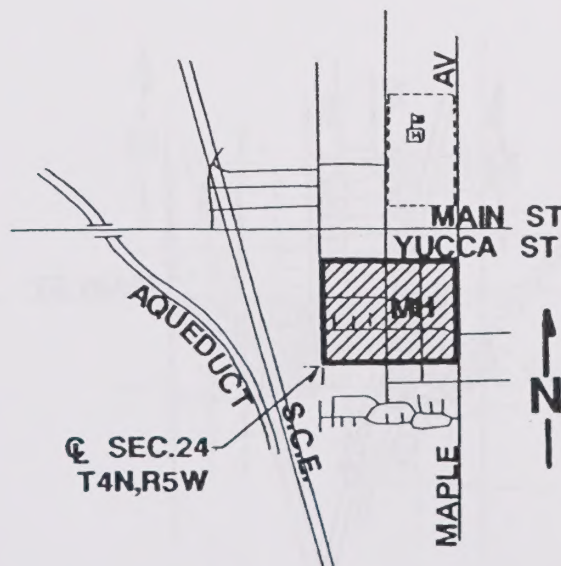
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 4: MEDIUM HIGH DENSITY 5.0 - 10.0 du/ac	113 ACRES	790 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
PROPERTY LOCATED NORTHEASTERLY OF THE CENTER OF SECTION 24, T4N, R5W, BOUNDED ON THE EAST BY MAPLE, BOUNDED ON THE NORTH BY YUCCA.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: AVAILABLE. <u>ROADS</u>: EXISTING BUT MAY NEED IMPROVEMENTS. <u>DRAINAGE</u>: IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u>: SR. HIGH IS 1/2 MILE, ELEMENTARY IS 3/4 MILE, JR. HIGH IS 2 MILES. <u>PARKS</u>: 1 MILE TO 30 ACRE PROPOSED PARK/SPORTS COMPLEX AND 1 MILE TO 10 ACRE PARK @ PALM & FUENTE. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 2 MILES AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1 MILE.	MF RESIDENCE 3 ACRES SF RESIDENCE 23 ACRES MOBILEHOME PK 8 ACRES VACANT 79 ACRES

LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 3: HIGH DENSITY 8.0 - 15 du/ac	5 ACRES	75 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
SOUTH OF MAIN ST., WEST OF ELECTRICAL TRANSMISSION EASEMENT, NORTH OF THE AQUEDUCT.	<u>WATER</u> : AVAILABLE. <u>SEWER</u> : AVAILABLE. <u>ROADS</u> : ACCESS FROM MAIN ST. <u>DRAINAGE</u> : IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u> : 1 MILE TO ELEMENTARY & SR HIGH, 2-1/2 MILES TO JR. HIGH <u>PARKS</u> : 3/4 MILE TO PROPOSED SPORTS COMPLEX, 30 ACRES @ LIVE OAK & DATURA. <u>POLICE</u> : SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 2 MILES AWAY. <u>FIRE</u> : SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1-1/2 MILES.	VACANT 5 ACRES

LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 2: HIGH DENSITY 8.0 - 15 du/ac	73 ACRES	555 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
PORTIONS OF PROPERTIES NORTH OF MAIN ST. BEHIND COMMERCIAL FRONTAGE, WEST OF HESPERIA HIGH SCHOOL, SOUTH OF APPROXIMATELY CAJON, BOUNDED APPROXIMATELY ON WEST BY TOPAZ. ALSO, PROPERTIES SOUTH OF SMOKETREE, NORTH OF MAIN ST., BOUNDED ON THE WEST BY PYRITE, BOUNDED BY TOPAZ ON THE EAST.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: AVAILABLE. <u>ROADS</u>: EXISTING. <u>DRAINAGE</u>: EXISTING. <u>SCHOOLS</u>: ADJACENT TO SR. HIGH, ELEMENTARY IS 1 MILE, JR. HIGH IS 1-1/2 MILES. <u>PARKS</u>: PROPOSED 30 ACRES @ LIVE OAK AND DATURA. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 2 MILES AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART. 11TH ST. STATION APPROX. 1-1/2 MILES.	MF RESIDENCE 29 ACRES SF RESIDENCE 7 ACRES VACANT 37 ACRES

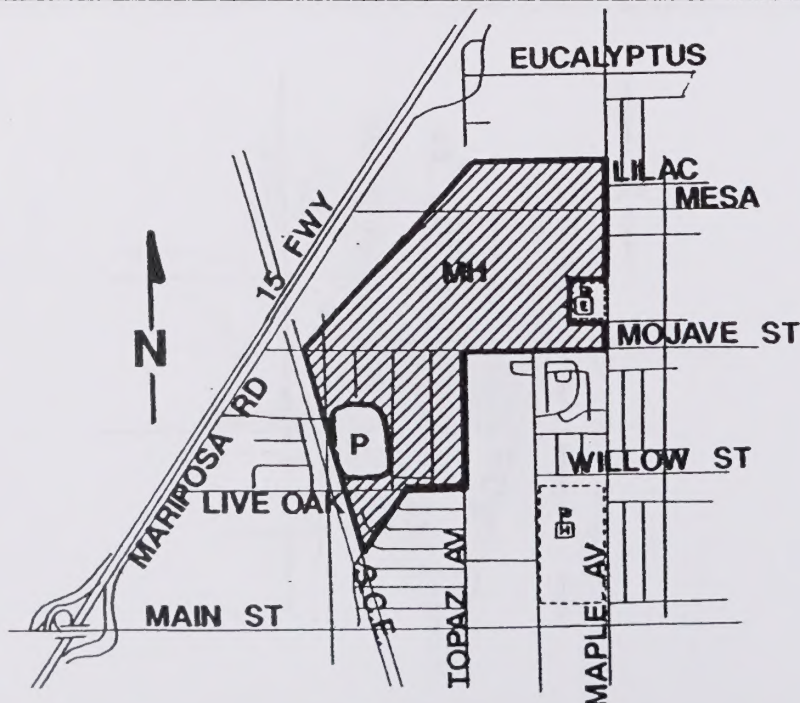
LOCATION



MULTIPLE FAMILY LAND INVENTORY

AREA 1: MEDIUM HIGH DENSITY 5.0 - 10.0 du/ac	432 ACRES	3,230 POTENTIAL NEW DWELLING UNITS
DESCRIPTION	SERVICES	EXISTING USES
A MAJOR PORTION OF PROPERTIES WEST OF MAPLE AVENUE, EAST OF THE COMMERCIAL SECTION DEPICTED ON THE DRAFT LAND USE MAP WHICH IS EAST OF THE I-15 FREEWAY. SOUTH OF APPROXIMATELY SUNSET STREET, NORTH OF APPROXIMATELY WILLOW STREET.	<u>WATER</u>: AVAILABLE. <u>SEWER</u>: AVAILABLE ADJACENT TO I-15 & ALONG MOJAVE ST. <u>ROADS</u>: IMPROVEMENTS NEEDED, BUT ROW EXISTS. <u>DRAINAGE</u>: IMPROVEMENTS NEEDED AS DEVELOPMENT OCCURS. <u>SCHOOLS</u>: NEW ELEMENTARY @ LIVE OAK & TAMARISK, JR. HIGH IS 2 MILES, SR. HIGH IS 1/2 MILE ON MAPLE. <u>PARKS</u>: NEW SPORTS & PARK COMPLEX PROPOSED @ LIVE OAK & DATURA, 30 ACRES. <u>POLICE</u>: SERVICES BY HESPERIA POLICE DEPARTMENT APPROX. 2 MILES AWAY. <u>FIRE</u>: SERVICES BY HESPERIA FIRE DEPART.	SF RESIDENCE 95 ACRES SCHOOL 9 ACRES CHURCH 5 ACRES VACANT 323 ACRES

LOCATION



Appendix 4

Sources Consulted

Interviews

John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

APPENDIX 4

SOURCES AND PERSONS CONSULTED

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John H. Johnson, Chicago, Ill., 1991

John H. Johnson

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John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

John H. Johnson, Chicago, Ill., 1991

SCOTT'S FARM LAND SURVEY

NAME OF PERSON TO WHOM GRANTED	DATE	REMARKS
JOHN SCOTT	1840	GRANTED TO JOHN SCOTT
JOHN SCOTT	1841	GRANTED TO JOHN SCOTT
JOHN SCOTT	1842	GRANTED TO JOHN SCOTT
JOHN SCOTT	1843	GRANTED TO JOHN SCOTT
JOHN SCOTT	1844	GRANTED TO JOHN SCOTT
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JOHN SCOTT	1883	GRANTED TO JOHN SCOTT
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JOHN SCOTT	1888	GRANTED TO JOHN SCOTT
JOHN SCOTT	1889	GRANTED TO JOHN SCOTT
JOHN SCOTT	1890	GRANTED TO JOHN SCOTT
JOHN SCOTT	1891	GRANTED TO JOHN SCOTT
JOHN SCOTT	1892	GRANTED TO JOHN SCOTT
JOHN SCOTT	1893	GRANTED TO JOHN SCOTT
JOHN SCOTT	1894	GRANTED TO JOHN SCOTT
JOHN SCOTT	1895	GRANTED TO JOHN SCOTT
JOHN SCOTT	1896	GRANTED TO JOHN SCOTT
JOHN SCOTT	1897	GRANTED TO JOHN SCOTT
JOHN SCOTT	1898	GRANTED TO JOHN SCOTT
JOHN SCOTT	1899	GRANTED TO JOHN SCOTT
JOHN SCOTT	1900	GRANTED TO JOHN SCOTT

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Appendix 4

Sources Consulted

Documents

City of Hesperia General Plan, 1991

City of Hesperia Consolidated Plan, 2000-2005

CIC Research Inc., (1989), A Citizen's Planning Survey for Hesperia

County of San Bernardino Consolidated Plan, 2000-2005.

County of San Bernardino Housing Assistance Plan.

County of San Bernardino, Victor Valley Infrastructure Enhancement Program

Alfred Gobar Associates, (August 1989), *Hesperia General Plan Input Data*

AFDC Overview

U.S. Department of Health and Human Services

1999 Demographic Profile

County of San Bernardino

William C. Lawrence Company, Inc., (1988), Victor Valley Land Use Forecasts, prepared for the San Bernardino County Planning Department.

State of California, Department of Finance, Demographic Research Unit, Population and Housing Estimates for California Cities and Counties (1989 through 1999), Summary Report, Report E-5.

State Statistics, December 1998

Social Security Administration, Office of Research, Evaluation and Statistics

URS Consultants, Inc., Draft Environmental Impact Report on Hesperia Draft Land Use Element

U.S. Census, 1990, 2000

National Decision Systems, Census 90, 1999 update

Inland Empire Quarterly Economic Report, April 2000, SANBAG

Persons and Organizations Consulted

Diana Canchola, Facilities Planner, Hesperia Unified School District

Bill Andrews, Housing and Community Development Representative II,
Department of Housing and Community Development, Sacramento, CA

Cathy Creswell, Acting Deputy Director
Paul Dirkson, Jr.
Department of Housing and Community Development
Division of Housing Policy Development

Thomas K. Harp, Deputy Director of Development Services/Community Development
City of Hesperia

Therese Strimback, Theresa Yeates, Keith Otjen, Tracy Wrigley
Community Development Department
City of Hesperia

Steve Lantsberger, Scott McGookin, Stacy Hearn
Economic Development Department/Redevelopment Agency
City of Hesperia

California Association of Realtors

Terry Fenske, President, Victor Valley Association of Realtors

Larry Trombley, Century 21 Rose Realty

First American Title Company

Jill Hanson, Bradco Companies Inc.

Vic Snyder, Director of Finance
Al Harkins
Housing Authority, County of San Bernardino

Beverly Littlejohn
Department of Public Social Services, County of San Bernardino

Dave Larson, Section Chief, Program and Compliance, County of San Bernardino
David Willis, Production Supervisor, Federal Housing Authority, San Bernardino County

Patty Martin, Loan Officer
Bank of America, Hesperia

Linda Rae, Loan Officer
Security Pacific National Bank, Victorville

Bob Crandall, Branch Manager
Desert Community Bank, Hesperia

Jeff Spano, Housing and Community Development Representative II,
Department of Housing and Community Development, Sacramento, CA

State of California, Employment Development Department
Current Employment Statistics Group

Ty Schulling, Jim Birckhead
San Bernardino Associated Governments

Jacob Lieb
Southern California Association of Governments

U.S. Census
Regional Office, Van Nuys, CA

Women's Bureau, U.S. Department of Labor, Washington, D.C.

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2001 Housing Programs Summary

APPENDIX 5

2001 HOUSING PROGRAMS SUMMARY

The 2001 program period, which included the 2000 housing program development and award for competitive procurement, resulted in a total of 10 projects, totaling 10,000 units.

Table 5.1 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.2 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.3 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.4 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.5 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.6 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.7 provides a summary of the 2001 housing programs and the units they will provide.

Table 5.8 provides a summary of the 2001 housing programs and the units they will provide.

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Appendix 5

2001 Housing Programs Summary

2001 Housing Programs Summary

Federal:

Other than Community Development Block Grant funds allocated through San Bernardino County, 2001 federal Housing and Urban Development resources for housing are limited to Section 202 loans for senior citizen and handicapped housing. (Assisted living conversion program).

The ALCP program provides 100% financing for rental housing projects developed and owned by non-profit organizations. Funding is through a periodic request for proposals process.

Funds for homeless shelter programs are available through McKinney Act programs that include:

- TANF (formally AFDC) Transitional Housing Demonstration (currently operated by the San Bernardino County Department of Social Services)
- Emergency Shelter Grants can be used for building acquisition and rehab, rental assistance and payment of security deposits.
- Section 8 Mod Rehab Assistance for SRO Housing can be used to acquire and rehab a single room occupancy hotel.
- Supplemental Assistance for Facilities to Assist the Homeless.
- Supportive Housing: The Supporting Housing Program provides funds for both building rehabilitation and three years of operating funds for transitional housing programs (three months to two years).
- Shelter Plus Care Program for the Handicapped Homeless.
- The FEMA Emergency Food and Shelter Program can provide short term rental subsidies to prevent eviction, payment of mortgage to prevent foreclosure, and utility assistance to families or individuals.

The following are HUD insurance programs that may be of benefit to Hesperia developers and homebuyers:

Sec.203 (k) Insurance for acquisition and rehabilitation financing single family homes.

Sec. 207 Rental Housing.

Sec. 213 Cooperative Housing.

Sec.221 (d)(3) rental and cooperative housing for moderate income families.

Sec. 223(f) Purchase and refinance of existing rentals.

Sec.Sec. 241 Supplemental loan insurance for existing multi-family rental housing.

Sec. 203(b) Insurance for single family homes.

Sec. 234 (c) Insurance for condominiums.

State:

The State of California assists housing through the California Housing Finance Agency (CHFA) and the department of Housing and Community Development (HCD). CHFA programs are primarily permanent tax-exempt bond financing, and HCD's 27 programs consist primarily of grants, deferred payment secondary financing and predevelopment loans. While there are many programs, their funding is uneven and programs are often dormant pending replenishment of funds.

Department of Housing and Community Development

California Self-Help Housing Program. Technical assistance grants and mortgage assistance for owner-builder organizations.

Mobilehome Park Resident Ownership Program. Financial and technical assistance to residents to purchase mobile home parks.

Affordable Housing Program. Providing grants or subsidized interest rate loans for purchase, construction and/or rehabilitation of owner-occupied housing by very-low, low and moderate-income households and to finance the purchase, construction or rehabilitation of rental housing.

California Housing Rehabilitation Program. (Prop 77) Rehabilitation loans to owner occupants of substandard housing.

Family Housing Demonstration Program. Loan funds for construction or purchase and Rehabilitation of housing that include support services such as child care, job training etc.

Multi-family Housing Construction Program. Loan funds to government agencies and for profit and nonprofit sponsors of new rental housing projects.

Predevelopment Loan Program. 7% interest loans to local government agencies and nonprofit corporations to pay predevelopment costs incurred in developing low-income housing.

Emergency Housing Assistance Program. Grants to local government agencies and nonprofit corporations that shelter the homeless on an emergency basis.

California Housing Finance Agency

Resale Program. Below market interest rate mortgage financing for first time homebuyers with the amount of the loan depending on family size.

Home Purchase Assistance Program. Deferred payment on a simple interest second loan to lower income first-time homebuyers.

Matching Down Payment Program. Intended to match firsttime homebuyers' down payment. Loans only to CHFA first mortgage borrowers. Loans are due on sale and use simple interest formula.

San Bernardino County

Sec. 8 Existing Certificates. Rental subsidies available through the County Housing Authority.

Scattered Site Housing Program units purchased by the Housing Authority and rented to low income households at Section 8 income and rent limits.

Mortgage Revenue Bonds (MRB) programs. The MRB program can be used for single or multi-family units to increase the supply of affordable rental units or to provide a below market interest rate loan to families who would not otherwise afford a home.

Landlord Tenant Relations Program. Through Inland Mediation Board provides assistance on landlord tenant disputes and housing discrimination cases.

City of Hesperia

First-time homebuyer Downpayment Assistance Program (DAP). This program will provide a portion of the eligible purchaser's total down payment. The purchaser must be in the low income category. Any home that is purchased must be affordable. The maximum amount is \$20,000 and is intended to provide only the amount needed to complete the transaction. The balance is deferred for 15 years and is due upon sale or abandonment of the property.

Housing Rehabilitation Loan Program (HRLP). This program offer up to 15,000 to lower income households to rehabilitate owner-occupied dwellings. The maximum amount of the loan is up to \$142,242 for a four-bedroom home.

California Cities Home Ownership Authority (CCHOA). This program allows the lease purchase of a home for those who would otherwise qualify for a mortgage. The applicant pays an initial fee of 1% of the mortgage, makes lease payments for 38 months, then assumes the balance of a 30-year mortgage. The maximum household income is \$75,740.

Pacific Housing Finance Authority (PHFA). This program is similar to the one offered by CCHOA. The City has joined a joint powers authority with 30 other California cities.

Private Financing

California Community Reinvestment Corporation (CCRC). An available resource pool supported by the state's banks to assist in financing affordable housing.

AN ORDINANCE OF THE CITY OF DENVER, COLORADO, TO AMEND THE CITY OF DENVER FEE SCHEDULE, WHICH IS CHARTERED BY THE COLORADO CONSTITUTION.

ARTICLE I

SECTION 1. The City of Denver hereby amends the City of Denver Fee Schedule, which is attached hereto as Exhibit A, to read as follows:

APPENDIX 6

FEE SCHEDULE

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1. The proposed fee for the City of Denver, as set forth in the City of Denver Fee Schedule, shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule, and shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule.

2. The proposed fee for the City of Denver, as set forth in the City of Denver Fee Schedule, shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule, and shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule.

3. The proposed fee for the City of Denver, as set forth in the City of Denver Fee Schedule, shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule, and shall be the fee for the City of Denver, as set forth in the City of Denver Fee Schedule.

ARTICLE II

SECTION 1. The City of Denver hereby amends the City of Denver Fee Schedule, which is attached hereto as Exhibit A, to read as follows:

SECTION 2. The City of Denver hereby amends the City of Denver Fee Schedule, which is attached hereto as Exhibit A, to read as follows:

SECTION 3. The City of Denver hereby amends the City of Denver Fee Schedule, which is attached hereto as Exhibit A, to read as follows:

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**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HESPERIA,
CALIFORNIA, REVISING CERTAIN FEES FOR SERVICES**

A. RECITALS

- (i) The City of Hesperia incorporated on July 1, 1988 and adopted Ordinance 107 establishing a fee and service charge system; and
- (ii) In March 1999 the City Council adopted a comprehensive fee program and the City Council and Board of Directors for the HFPD, Hesperia Redevelopment Agency and Hesperia Water District now wish to consolidate all City and Districts fees into a single, customer-friendly document; and
- (iii) Pursuant to Article XIII B (Proposition 4) of the California Constitution, it is the intent of the City Council of the City of Hesperia, the Hesperia Redevelopment Agency and the Hesperia Water Department to recover all costs reasonably borne from fees and charges described in this resolution; and
- (iv) Pursuant to Article XIII C and Article XIII D (Proposition 218) of the California Constitution the fees, charges and regulatory fees are levied as an incident of the voluntary act of an individual or business and not the result of property ownership; and
- (v) Pursuant to Government Code Section 66018 the City Council of the City of Hesperia and Board of Directors of the Hesperia Redevelopment Agency and Hesperia Water District must provide notice and conduct a public meeting, said public meeting being conducted on June 1, 2000.

B. RESOLUTION

NOW THEREFORE, be it resolved by the City Council of the City of Hesperia, the Board of Directors of the Hesperia Redevelopment Agency and Hesperia Water District as follows:

Section 1. In all respects as set forth in the recitals, Part A, of this Resolution are true and correct.

Section 2. Former fees and charges repealed. Resolution 99-04, adopted March 4, 1999 is hereby repealed on the effective date of this resolution.

Section 3. Fee schedule adoption. The schedule of fees and charges set forth in Exhibit A is hereby adopted and shall be applied to all services requested. The effective date of this fee schedule will be September 1, 2000.

Section 4. Separate fee for each process. All fees described are for each identified process and additional fees shall be required for each additional process or service required.

Section 5. Interpretation. The interpretation of this resolution may be made by the City Manager or his designee. When there are conflicts between fees, the lower fee shall be applied.

Section 6. Hourly rates. Whenever direct costs are applied to a project on an hourly basis, the rates shown in Exhibit B shall be applied.

Section 7. Fee review. It is the intent of the City Council and Boards of Directors to recover all costs reasonably borne and to add and revise fees as necessary to do so. If the City Manager or his designee determine upon review of the fees that the fees do not recapture costs reasonably borne, the City Manager or his designee may order an analysis using the Consumer Price Index for the Los Angeles – Anaheim – Riverside Metropolitan Statistical Area as a base.

Section 8. Severability. If any section, subsection, sentence, clause or word in this Resolution is held to be invalid by decision of any court of competent jurisdiction or action of the State Legislature, such decision or legislation shall not affect the validity of the remaining portions of this Resolution.

Section 9. The City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED THIS 1ST DAY OF JUNE, 2000

MAYOR

ATTEST:

CITY CLERK



STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HESPERIA)

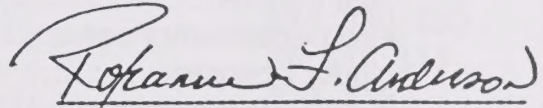
I, Roxanne F. Anderson, Deputy City Clerk of the City of Hesperia, California, do hereby certify that Resolution No. 2000-34 was duly adopted by the City Council of the City of Hesperia, California at a Regular Meeting thereof held on the 1st day of June, 2000 by the following vote to wit:

AYES: JENSEN, LINDLEY AND NOWICKI

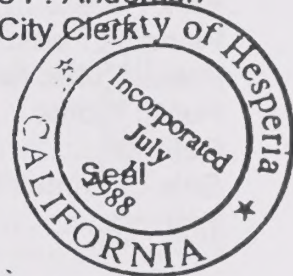
NOES: NONE

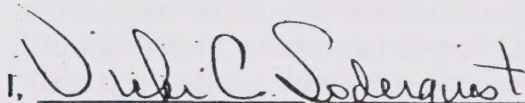
ABSTAIN: NONE

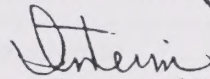
ABSENT: BIGGERS AND NOURSE

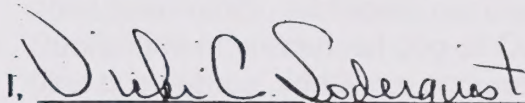


Roxanne F. Anderson
Deputy City Clerk of Hesperia

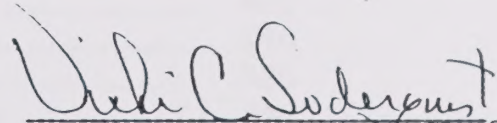


I, 



, Deputy City Clerk of the City of Hesperia, California, do hereby certify that the foregoing Resolution No. 2000-34 is a full, true and correct copy of that now in file in this office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Hesperia, California, this 5th day of September, 2000.



Roxanne F. Anderson
Deputy City Clerk

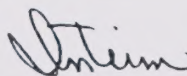




EXHIBIT "A"

HESPERIA MUNICIPAL FEE SCHEDULE

INDEX

SECTION	SUBJECT	PREVIOUS REFERENCE	PAGE
10	Agenda Minutes.....		1
20	Animal Control.....		1-2
30	Appeals.....		2
40	Bad Checks.....		2
50	Building Permits.....		3-5
60	Business Licenses.....		5
70	Code Enforcement.....		5-6
80	Copying.....		6
90	Development Impact Fees.....		6
100	Driving Under The Influence.....		6
110	Fees Not Listed.....		6-7
120	Film Permits.....		7
130	Fire Department Fees.....		
140	Liquor Licenses.....		7
150	Miscellaneous Fees.....		7
160	Park Fees.....		7
170	Planning Fees.....		7-8
180	Police-Public Safety.....		8
190	Public Works.....		9
200	Refunds.....		9
210	Sale of Printed Materials.....		11
220	Waivers.....		11-12

*CRB= Costs Reasonably Borne

SECTION 10: AGENDAS/MINUTES

- | | |
|---|-------|
| 1. Agenda Mailing (annual fee)..... | \$25* |
| 2. Agendas with Minutes (annual fee)..... | CRB |

*Fee reduced to \$10 or if self-addressed, stamped envelopes provided by customer

SECTION 20: ANIMAL CONTROL FEES

- | | |
|--|-------------------|
| 1. License | |
| a. Unaltered Dog (1 yr., 2yrs., 3 yrs.)..... | \$50, \$95, \$135 |
| b. Altered Dog (1 yr., 2 yrs., 3 yrs.)..... | \$12, \$22, \$30 |
| c. Senior Citizen Unaltered Dog (1 yr, 2 yrs., 3 yrs.)..... | \$50, \$95, \$135 |
| d. Senior Citizen Altered Dog (1 yr, 2 yrs., 3 yrs.)..... | \$7, \$12, \$17 |
| e. Transfer from other Jurisdiction (Altered, Unaltered)..... | \$3, \$10 |
| f. Replacement Tag (Altered, Unaltered)..... | \$3, \$10 |
| g. Cat License (optional 1, 2 or 3 year)..... | \$3, \$5, \$8 |
| 2. Late License Penalty | |
| a. Unaltered Dog (Up to 30 days, 31-60, 61+)..... | \$15, \$20, \$30 |
| b. Altered Dog (Up to 30 days, 31-60, 61+)..... | \$5, \$10, \$15 |
| c. Senior Citizen (Up to 60 days, over 60 days)..... | \$10, \$15 |
| 3. Impound/Boarding Fees | |
| a. Dogs and Cats (per day)..... | \$10 |
| b. Fowl (per day)..... | \$5 |
| c. Small Animals including rabbits (per day)..... | \$10 |
| d. Large Animals (per day)..... | \$15 |
| e. Quarantine of licensed animal at Owners Residence
(first occurrence, additional occurrence)..... | N/C, \$25 |
| f. Quarantine of unlicensed dog at Owners Residence
(first occurrence, additional occurrence)..... | \$35, \$45 |
| g. Quarantine at Shelter (per day)..... | \$10 |
| 4. Owner Turn In Animals (at Shelter) | |
| a. Cats (Alive or Dead)..... | \$5 |
| b. Dogs (licensed and altered), Rabbits, Fowl, and Similar.... | \$5 |
| c. Dogs (other)..... | \$15 |
| d. Litters of Dogs/Cats (Under 4 mo's)..... | N/C |
| 1 to 4 Animals..... | \$10 |
| 5 or More Animals..... | \$20 |
| e. Dead Animals (All Animals Under 100 LBS.)..... | \$10 |
| 5. Field Pick Up with Owner Release | |
| a. Dog (licensed), Cat, Rabbits and Fowl (Live or Dead)..... | \$25 |
| b. Dog (unlicensed), Live or Dead, Litters..... | \$35 |
| c. Additional Dogs or Cats (each)..... | \$10 |
| d. Small Livestock (Under 100 LBS)..... | \$45 |
| e. Pot Belly Pig..... | \$35 |

f. Any of the Above – After Hours.....	\$70
g. Large Livestock	Owners Responsibility
6. Field Pick Up (Apprehension)	
a. During Regular Business Hours	
First, Second, Third offense.....	\$35, \$70, \$140
b. During Non-Business Hours (First, Second, Third).....	\$75, 105, \$210
c. Large Animals and Swine – Regular Hours	
(Per hour, per person).....	CRB
d. Large Animals and Swine – Overtime Hours	
(Per hour, per person).....	CRB
7. Pet Adoptions	
a. Dog (includes spay/neuter).....	\$60
b. Cat (includes spay/neuter).....	\$50
c. Large Livestock.....	\$150
d. Small Livestock (Under 100 LBS).....	\$50
e. Rabbits and Fowl.....	\$5
f. Exotic Birds.....	Market Value less 25%
g. Horses.....	CRB
h. Pot Belly Pig.....	\$15
8. Investigations/Other	
a. Regular Business Hours.....	CRB
b. Overtime Hours (Two hour minimum).....	CRB
c. Late return of traps (Per day).....	\$5

SECTION 30: APPEALS

1. Appeals to Community Preservation Committee	
a. Appeals of Enforcement Fees.....	*Fee Amt. + \$201
b. Appeals of Public Nuisance Determinations.....	\$201
2. Appeals to Planning Commission.....	\$277
3. Appeals to City Council or Board of Directors.....	\$288
4. Appeals to Builders Board of Appeals.....	\$201

*(Note: If applicants appeal is successful, fee amount plus \$150 is refunded)

SECTION 40: BAD CHECKS

1. Returned Check Processing.....	\$17
-----------------------------------	------

SECTION 50: BUILDING PERMITS

1. Grading

a. Inspection – Non-residential and Tracts

1. 0 to 5000 Cubic Yards \$203
2. 5001 to 50,000 Cubic Yards \$325
3. 50,001 and above CRB with \$406 min.
4. Native plant plan review (added to above) CRB with \$81 min.
5. Preliminary Site Review (in addition to above) \$60

b. Inspection – Single Family Residential

- (includes plan review) \$203
1. Preliminary Site Review (in addition to above) \$60

2. Other Fees

a. Additional plan review or inspection time (Two hour minimum after hours).....

CRB/use Appendix 3

b. Annual permits.....

\$161

c. Cash deposits.....

\$50

d. Field investigations.....

CRB with \$98 min.

e. Fire Sprinklers

1. Plan Review..... \$137 + \$3.20 per
\$1000 valuation
2. Permit..... \$98 + \$3.50 per
\$1000 valuation

f. Light Standards/Flag Poles – Up to Three (includes Electrical).....

\$151

g. Manufactured buildings (includes plan review)

1. Setdowns \$418
2. Install permanent foundation..... \$229
3. State HCD fee per section..... \$11

h. Patio Covers/Enclosures (ICBO approved)

1. Plan Review..... \$89
2. Inspection..... \$118

i. Professional report review.....

CRB with min. determined by director

j. Reinspection Fee.....

\$55

k. Relocated Buildings

1. Relocation fee..... \$151
2. Pre-inspection fee (required)..... CRB with \$81 min.
3. Plan review..... \$167

k. Signs (Includes plan review and inspections)

1. Wall signs and miscellaneous..... \$150
2. Monument signs (10 Ft. or less)..... \$170
3. Pole signs (more than 10 Ft. high)..... \$259

m. Special Inspector Registration (Single job, annual).....

\$40, \$100

n. Storage Sheds (includes Plan Check and Inspection).....

\$149

o. Strong Motion Instrumentation Program (SMIP)

1. Category I Construction (Over \$7214 valuation).....	\$0.07 per \$1000 Valuation
2. Category II Construction (Over \$3333 valuation).....	\$0.15 per \$1000 Valuation
p. Swimming Pools and Spas (includes plan review)	
1. With standard plans.....	\$217
2. Without standard plans.....	\$305
3. Stock plan set-up.....	\$118
4. Above ground pools and/or spas.....	\$151
q. Temporary Electrical Services	
1. Up to 5 additional poles.....	\$98
2. 6 to 25 poles.....	\$139
3. More than 25 poles.....	\$179
r. Valuations – Use most recent years' April edition of Building Standards Magazine	
s. Walls (First 200 lineal feet, successive 200 feet, Includes Plan Review).....	\$214, \$81
t. Wireless Towers.....	\$151
3. Non-Residential	
a. Building Permits.....	\$576 + \$3.50 per \$1000 Valuation
b. Electrical Permits	
1. New construction.....	\$98 + .08 per Sq. Ft.
2. Adding new service or fixture (alone).....	\$118
3. Other (includes tenant improvements).....	CRB
c. Plumbing Permits.....	\$151 + \$8 per Fixture
1. Septic System (Only).....	\$118
2. Sewer Connection (Only).....	\$98
d. Mechanical Permits.....	\$118 + \$29 per furnace, HVAC unit, vent system, or similar system
e. Plan Review	
1. Building Plan Review.....	\$234 + \$3.20 per \$1000 Valuation
2. Other Plan Review (electrical, etc.).....	\$111 + 65% of permit fees
f. Tenant Improvement Permit (No area added).....	\$276 + \$3.50 per \$1000 Valuation
1. T.I. Plan Review.....	\$111 + \$3.20 per \$1000 Valuation
4. Residential (includes application or permit)	
a. Inspections	
1. Single inspections (includes meter resets, equipment Re-pit, sewer and similar).....	\$60
2. Two inspection (includes re-roofs, lattice patios,	

Minor alterations and similar).....	\$118
3. Three inspection (includes patio covers and Similar).....	\$151
4. Room additions without plumbing.....	\$389
a. Wood floor, second story modifier (add).....	\$80
5. New residences and additions with plumbing.....	\$576 + .10 per Sq. Ft. over 1000 Sq. Ft.
a. Wood floor, second story modifier (add).....	\$80
6. Garage, Garage Conversion.....	\$243
b. Plan review	
1. Minimum plan review fee (includes 30 min. plan review).....	\$89
2. Garages (detached), additions (less than 1000 Sq. Ft.).....	\$157
3. New residences and additions (includes accessory uses attached).....	\$234 + \$0.10 per Sq. Ft. over 1000 Sq. Ft.

SECTION 60: BUSINESS LICENSES

1. Business License Fee (annual).....	\$50
2. Renewal License (annual).....	\$50
3. Late Fee (within 30 days, after 30 days).....	\$25, \$50
4. Administration Fee	
a. New License.....	\$27
b. Renewal License.....	\$14
5. Investigation Fee (added to initial license)	
a. Junk dealer or Pawnbroker.....	\$100
b. Pool and/or Billiard Halls.....	\$100
c. Theaters.....	\$100
d. Massage Office.....	\$200
e. Dance Halls.....	\$100
f. Adult Entertainment Business.....	\$200
g. Home Occupations (Includes Admin. Fee).....	\$35

SECTION 70: CODE ENFORCEMENT

1. Administrative Citations	
a. First Violation.....	\$50
b. Second Violation (within a 3 yr. period).....	\$100
c. Third Violation (within a 3 yr. period).....	\$250
d. Fourth and Further violations (within a 3 yr. period).....	\$500
e. Penalty for Failure to Pay.....	Fine + 10% + Interest @ 1.5% per month

2. Enforcement/Investigative Fees..... CRB

SECTION 80: COPYING

1. Non-Color Documents (per page)
 - a. Letter and Legal Size..... \$0.25
 - b. Blue Line Computer Paper..... \$0.50
 - c. Plan Size..... \$3.00
2. Color Documents
 - a. Letter and Legal Size..... \$1.00
 - b. Plan Size..... \$30.00
3. Electrical Media
 - a. Information Placed on Compact Disk or Diskette..... \$13.00
 - b. Electronic Transfer..... \$10.00

SECTION 90: DEVELOPMENT IMPACT FEES

1. Development within Assessment District 91-1..... No City offsite impact fees
2. Development Not within Assessment District 91-1
But Benefiting from Improvements within the District
(Resolution 93-20)
 - a. Street Improvements (per acre)..... \$2587
 - b. Sewer Improvements (per acre)..... \$729
 - c. Water Improvements (per acre)..... \$507
 - d. Fire Station Facilities (per acre)..... \$730
3. Developments Not in 1. or 2 Above
 - a. Residential (per dwelling unit)..... \$1000
 - b. Non-Residential (per square foot)..... \$0.35

SECTION 100: DRIVING UNDER THE INFLUENCE

1. DUI Administrative Fee..... \$274.50*

*This fee shall be paid prior to release of the vehicle driven by an impaired driver and stored or impounded as a result of the arrest of such driver when conditions exist as defined in Resolution 96-96, or as may be amended

SECTION 110: FEES NOT LISTED

1. Whenever a service is provided for which a specified fee has not been established, the fee shall be for full recovery of costs reasonably borne and the hourly rates established in Exhibit C shall be utilized.
2. The City Manager may establish fees for services not anticipated or as mandated by State or Federal law upon written recommendation of the department heads establishing the

justification for the fee. Said fees shall be presented to the City Council for their approval at a public meeting prior to their effective dates.

SECTION 120: FILM PERMITS

- | | |
|--|-------|
| 1. Permit Application..... | \$300 |
| 2. Permit Amendment..... | \$250 |
| 3. Personnel Charges (minimum deposit amount
determined by all affected departments)..... | CRB |

SECTION 140: LIQUOR LICENSES

- | | |
|--------------------------------------|------|
| 1. Letter of Public Convenience..... | \$90 |
|--------------------------------------|------|

SECTION 150: MISCELLANEOUS FEES

SECTION 160: PARK FEES

- | | |
|--|---------------|
| 1. The Hesperia Recreation and Park District is authorized to require dedication and improvement of three (3) acres of park property per one thousand (1000) population in new subdivisions. In lieu of that, developers are permitted to pay fees for the fair market value of park improvements. | |
| 2. Park Fees for New Residential Subdivisions | |
| a. General Planned VL(0.4 DU/AC) and L(1.0 DU/AC)..... | \$734 per lot |
| b. Other general plan designations..... | \$816 per lot |

SECTION 170: PLANNING FEES

- | | |
|---|----------------------|
| 1. Adult Entertainment Business Permit..... | \$293 |
| 2. Alteration of Non-Conforming Use..... | \$199 |
| 3. Annexation..... | CRB with \$1056 min. |
| 4. Conditional Use Permit..... | CRB with \$1241 min. |
| 5. Development Agreement..... | CRB with \$906 min. |
| 6. Environmental Initial Study..... | \$113 |
| 7. Environmental Impact Report..... | CRB with \$2831 min. |
| 8. Extension of Time Request..... | \$134 |
| 9. General Plan Amendment..... | CRB with \$695 min. |

10. Landscape Plans.....	\$68
11. Letter of Public Convenience	\$90
12. Lot Line Adjustment/Lot Merger.....	\$161
13. Minor Exception.....	\$68
14. Minor Revisions.....	CRB w/\$91 min.
15. Sign Plans (each).....	\$45
a. Site Sign Plans.....	\$180
16. Site Plan Review.....	CRB with \$1241 min.
17. Special Event/Temporary Use Permit.....	\$85
18. Tenant Improvement Plan Review.....	\$45
19. Tentative Parcel Map.....	\$331
20. Tentative Tract Map.....	CRB with \$1158 min.
21. Variance.....	\$971
22. Zone Change.....	CRB with \$695 min.
23. Zoning Letter.....	\$91
24. Other Services Not Specified.....	CRB

SECTION 180: POLICE – PUBLIC SAFETY

1. Administrative Fees	
a. Citation Sign-off.....	\$10
b. Excessive False Alarms.....	\$50
(plus \$25 for subsequent alarms in one year period)	
c. Stored Vehicle Release Fee (tow fee).....	\$50
d. VIN Verification Fee.....	\$10
2. Emergency Response	
a. Incidents involving persons under the influence.....	CRB with max of \$100
3. Incident Reports.....	\$10

SECTION 190: PUBLIC WORKS

1. Development Review Committee.....	CRB with \$132 min.
2. Final Parcel Map/Final Tract Map.....	CRB with \$457 min.
3. Grading Plan Review	
a. Rough Grading	
1. 0 to 5000 Cubic Yards.....	\$320
2. 5001 to 100,000 Cubic Yards.....	\$383
3. Over 100,000 Cubic Yards.....	CRB with \$447 min.
b. Precise Grading	
1. 0 to 100 Lots.....	\$256
2. Over 100 Lots.....	CRB with \$256 min.
c. Revisions to Plans (per sheet).....	\$192
4. Inspection	
a. Driveway Approach	
1. Residential (Asphalt or concrete, each).....	\$79
2. Non-Residential.....	\$172
b. Public Improvements.....	CRB
1. Initial Inspection Deposit (first 16 hours).....	\$568
2. Additional Inspection Deposit (6 hour deposit).....	\$381
c. Utility Cuts and Trenches	
1. Up to 18 square feet in area.....	\$48
2. 0 to 300 ft. in length.....	\$141
3. 301 to 500 ft. in length.....	\$172
4. 501 to 1000 ft. in length.....	\$203
5. Over 1000 ft. in length (per 100 ft. additional).....	\$15
d. Water and Sewer Improvements	
i. New line installation (deposit per linear foot).....	\$1.25
ii. On-Site Fire hydrant (deposit per hydrant).....	\$150
iii. Fire Service (deposit per service – all sizes).....	\$100
iv. Sewer connection.....	\$150
5. Legal Document Review (per document) (Includes irrevocable offers of dedication, easements, lot mergers, lot line adjustments and vacations).....	\$192
6. Other Services Not Identified.....	CRB
7. Permits	
a. Construction.....	\$26
b. Excavation.....	\$26
c. Oversize Load and Heavy Load Vehicles	
1. Per trip.....	\$26
2. Annual.....	\$86
d. Tree Removal.....	\$26
e. Truck Parking.....	\$75

8. Plan Check for Public Improvements

A. Streets and Drainage

- | | | |
|------|------------------------------------|---------------------|
| i. | First Plan Check..... | \$707 |
| ii. | Second Plan Check..... | \$434 |
| iii. | Third and Subsequent Check(s)..... | CRB with \$138 min. |

B. Water and Sewer

- | | | |
|------|---|-------|
| i. | 0 to 50 lots..... | \$100 |
| ii. | 51 to 100 lots..... | \$250 |
| iii. | 101 to 750 lots..... | \$500 |
| iv. | Over 750 lots..... | \$750 |
| v. | On-Site Fire Hydrant (per hydrant)..... | \$150 |
| vi. | Fire Service (all sizes)..... | \$150 |

9. Professional Report Review..... CRB

10. Research (per quarter hour)..... \$16

SECTION 200: REFUNDS/ADDITIONAL FEES

1. Added fees and refunds. Pursuant to California Government Code Sections 29373.1 and 29375.1, where additional fees are collected for completed staff work due or where a refund of deposited funds are due, when such charges or refunds are ten dollars (\$10) or less, a charge or refund need not be made.
2. The City Manager or designee may authorize a full refund of any fee which was erroneously paid or collected.
3. The City Manager or designee may authorize the refunding of up to eighty percent (80%) of any fee paid when a written request for withdrawal is received prior to any action being taken. Up to sixty dollars (\$60) of the initial application fee may be retained.
4. The City Manager or designee shall not authorize the refunding of any fee except upon written application filed by the original applicant no later than one hundred eighty (180) days after the application date.
5. Costs Reasonably Borne (CRB) are to be charged for all projects exceeding costs for the minimum amount.
6. All fees shall be calculated to the nearest one-quarter (1/4) hour.
7. Penalty fees shall be assessed wherever required permits or licenses have not been properly obtained.

a. First occurrence.....	Double Fee
b. Second and Subsequent occurrences	Triple Fee or \$500, whichever is greater

SECTION 210: SALE OF PRINTED MATERIAL

a. Developers Handbook.....	\$50
b. Plans and Specifications.....	\$50
c. Master Plan of Drainage	
i. Volume I.....	\$30
ii. Volume II.....	\$65
iii. Volume III.....	\$70

SECTION 220: WAIVERS

The Hesperia City Council and Board of Directors for the ~~Hesperia Fire Protection District~~, Hesperia Redevelopment Agency and Hesperia Water District have adopted the preceding fee schedule to reasonably recover costs necessary to provide various services. As such, fee waivers are not usually anticipated. However, it is understood that exceptions to the regular procedure may arise. The City Council and Boards of Directors retain the sole authority to waive fees and require that waivers must be based on cause.

Prior to waiving a fee, the applicant shall specify, in writing, the nature and extent of the fee waiver request and submit it with a deposit of \$50 to the City Clerk. The deposit amount will be returned should the fees be waived. The City Clerk shall schedule the item for the next available meeting of the City Council or Board of Directors to which the request applies. Examples for which waivers may be considered would be fees for civic events or programs and fees for facilities providing community wide services. The City Council and/or Board of Directors shall decide based upon the merits of the request and their decision shall be final.

The City Council and Board of Directors specifically authorize the City Manager or his/her designee to approve fee waivers not to exceed \$1000 for any governmental entity requesting services for new facilities constructed within the City or districts. Furthermore, the Board of Directors for the Hesperia Water District authorizes the waiver of fees under the following circumstances:

- Failure of that portion of the District's water system, which results in an incorrect water meter reading
- If the water delivery system becomes contaminated, fee/rate waivers are approved for all customers affected by such contamination
- For the deposit required after the first time turn-off for non-payment as long as the customer signs a statement agreeing that the deposit waiver is only offered one time and, as such, if the customer is turned off again, the customer will pay all fees and charges
- If the customer resides within the City of Hesperia and by postmark mailed the water bill prior to the scheduled turn-off, waivers of fees/rates are approved for any customer that was turned off prior to the payment being received by the District

- If a bank error caused a non-sufficient funds (NSF) check to be returned to the District, a waiver of the NSF charge is approved upon submission of proof by customer from the bank that is was at fault

EXHIBIT "B"

HOURLY RATES

1. Cost Recovery – It is the intent of the City Council to recover all costs reasonably borne.
2. Costs Reasonably Borne. Costs reasonably borne are determined in Ordinance 107 and include the following:
 - a. Direct costs – Includes salaries, overtime, benefits, materials and supplies, and contract costs.
 - b. Indirect costs – Includes equipment, printing, vehicles and maintenance costs.
 - c. Fixed asset recovery – Includes buildings, tenant improvements, vehicles, field and office equipment.
 - d. Departmental overhead – Includes management and others involved in departmental administration.
 - e. General overhead – Includes City Council, City Manager, City Attorney, Finance, Administrative Services, City Clerk, Non-Departmental (including insurance and utilities).
 - f. Debt-service – Includes payments less lease receipts for City owned structures.
3. Hourly Rates by Department
 - a. Community Development
 1. Animal Control Officer \$63
 2. Code Enforcement Officer \$77
 3. Community Development Technician \$83
 4. Building Inspector \$81
 5. Office Assistant \$65
 6. Planner \$91
 7. Plans Examiner \$88
 8. Senior Animal Control Officer \$66
 9. Senior Planner \$96

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APPENDIX 7

SALES DATA FROM THE CALIFORNIA ASSOCIATION OF REALTORS

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CALIFORNIA ASSOCIATION OF REALTORS®

Online

HOME PAGE CONTACT US



* CALIFORNIA REAL ESTATE MAGAZINE
* REAL ESTATE TECHNOLOGY MAGAZINE
* CARFAX

* C.A.R. NEWS RELEASES
* C.A.R. NEWSLETTERS

Real Estate Newsstand

C.A.R. News Releases

Contact: Mark Giberson (213) 739-8304

E-mail: mark_giberson@car.org

FOR RELEASE AT 10:00 A.M. PST

Monday, June 25, 2001

MEDIAN HOME PRICE ROSE 6.9 PERCENT IN MAY, HOME SALES FELL 12.9 PERCENT, C.A.R. REPORTS

LOS ANGELES (June 25) - Sales of existing homes in California in May fell 12.9 percent and the median home price rose 6.9 percent compared to the same period a year ago, the California Association of REALTORS® and Real Estate Solutions, a real estate information service, reported today.

"The California housing market continued to be a bright spot among mixed signals on the state and national economic fronts," said C.A.R. President Gary Thomas. "Even with the year-to-year decline in sales last month, 2001 looks to be one of the best years on record for California real estate."

Closed escrow sales of existing, single-family detached homes in California totaled 505,590 in May at a seasonally adjusted annualized rate, according to information collected by C.A.R. from more than 90 Multiple Listing Services (MLS) statewide. Statewide home resale activity decreased 12.9 percent from the 580,540 sales pace recorded in May 2000. Resale activity posted an increase of 2.1 percent in May compared to April.

The statewide sales figure represents what the total number of homes sold during 2001 would be if sales maintained the May pace throughout the year. It is adjusted to account for seasonal factors that typically influence home sales.

The median price of an existing, single-family detached home in California during May 2001 was \$257,060, a 6.9 percent increase over the \$240,470 median for May 2000, C.A.R. reported. The May 2001 median price increased 0.4 percent compared to April 2001. C.A.R., in conjunction with Real Estate Solutions' MetroScan® software and information product, reported that 83.4 percent of California cities and communities showed an increase in their respective median home prices from a year ago.

Highlights of C.A.R.'s resale housing figures for May 2001:

- C.A.R.'s Unsold Inventory Index for existing, single-family detached homes in May 2001 was 3.8 months, compared to 3.3 months for the same period a

year ago. The index indicates the number of months needed to deplete the supply of homes on the market at the current sales rate.

- Thirty-year fixed mortgage interest rates averaged 7.16 percent during May 2001, down from 8.52 percent in May 2000, according to the Federal Home Loan Mortgage Corp. Adjustable mortgage interest rates averaged 5.88 percent in May 2001, compared to 7.07 percent in May 2000.
- The median number of days it took to sell a single-family home was 25 days in May 2001, down from 29 days for the same period a year ago.

Regional MLS sales and price information is contained in the tables that accompany this press release. Regional sales data is not adjusted to account for seasonal factors that can influence home sales. The MLS median price and sales data for detached homes is generated from a survey of more than 90 associations of REALTORS® throughout the state. MLS median price and sales data for condominiums is based on a survey of 64 associations. The median price for both detached homes and condominiums represents closed escrow sales. "After nearly a year and a half of double-digit increases, the median price of a home in the San Francisco Bay Area rose only 3.4 percent in May compared to a year ago," said Leslie Appleton-Young, C.A.R.'s vice president and chief economist. "While there's still robust demand for entry and mid-level homes, the upper end of the market is definitely feeling the impact of the volatile tech economy in the Silicon Valley. That said, a median-priced home in the Silicon Valley is still over a half-million dollars."

In a separate report covering more localized statistics generated by C.A.R. and Real Estate Solutions' MetroScan® service, 266 of 319 California cities and communities showed an increase in their respective median home prices from a year ago.

Using the MetroScan® database, median home prices are generated from new and existing condominium and single-family closed escrow sales. These localized MetroScan® statistics are based on county records data rather than MLS information.

Note: Large changes in local median home prices typically indicate both local home price appreciation, and often, large shifts in the composition of housing market activity. Some of the variations in median home prices may be exaggerated due to compositional changes in housing demand. The MetroScan® tables listing median home prices in California cities and counties are accessible through the C.A.R. Web site: <http://members.car.org/economics/archives/datamay01.asp>. Among the highlights of the May localized data collected by C.A.R. and Real Estate Solutions:

- Statewide, the 10 cities and communities with the highest median home prices in California during May 2001 were: Belvedere/Tiburon, \$1,167,500; Pacific Palisades, \$841,000; San Marino, \$830,000; Mill Valley, \$820,000; Palos Verdes Estates, \$817,500; Malibu, \$810,000; Burlingame, \$809,000; Orinda, \$775,000; La Jolla, \$735,000; Manhattan Beach, \$727,000.
- Statewide, the 10 cities and communities with the greatest median home price increases in May 2001 compared to the same period a year ago were: Ridgecrest, 90.0 percent; Ojai, 68.4 percent; Altadena, 64.9 percent; Seaside, 53.4 percent; Perris, 43.3 percent; Hesperia, 43.1 percent; Port Hueneme, 42.9 percent; San Rafael, 42.5 percent; Fairfield, 41.5 percent; San Juan

Capistrano, 41.5 percent.

The California Association of REALTORS® (<http://www.car.org>) is one of the largest state trade organizations in the United States, with more than 97,000 members dedicated to the advancement of professionalism in real estate. C.A.R. is headquartered in Los Angeles.

May 2001 REGIONAL SALES AND PRICE ACTIVITY*

Regional and Condo Sales Data Not Seasonally Adjusted

	Median Price May-01	%Change in Price Apr-01	%Change in Price May-00	%Change in Sales Apr-01	%Change in Sales May-00
Statewide					
Calif. (sf)	\$257,060	0.4%	6.9%	2.1%	-12.9%
Calif. (condo)	\$206,450	2.6%	12.4%	10.6%	-4.5%
Region					
Central Valley	\$161,530	0.9%	20.1%	16.9%	-4.1%
High Desert	\$109,840	-4.9%	28.0%	20.4%	-10.1%
Los Angeles	\$232,710	2.7%	11.5%	17.2%	6.2%
Monterey	\$444,640	2.9%	5.5%	-6.4%	-39.8%
N. California	\$195,320	-2.2%	5.9%	18.2%	-11.0%
No. Wine Country	\$354,850	n.a.	14.6%	n.a.	-13.2%
Orange County	\$351,790	-0.3%	9.2%	12.0%	-6.3%
Palm Springs/ Lower Desert	\$186,670	-0.4%	20.5%	-13.3%	-20.9%
Riverside/ San Bernardino	\$157,410	2.3%	14.7%	16.3%	6.9%
Sacramento	\$174,080	1.1%	22.2%	13.3%	-14.1%
San Diego	\$293,310	-2.5%	6.0%	3.7%	1.1%
San Francisco Bay	\$476,820	-1.5%	3.4%	20.1%	-24.6%
San Luis Obispo	n.a.	n.a.	n.a.	n.a.	n.a.
Sta Barbara County	\$298,750	n.a.	-9.9%	n.a.	-3.7%
Sta Barbara S.Coast	\$603,120	12.8%	17.9%	2.8%	-7.6%
N. Sta Barbara Co.	\$195,860	n.a.	18.9%	n.a.	1.8%
Santa Clara	\$532,500	0.5%	0.9%	12.9%	-38.9%
Ventura	\$293,400	-2.4%	1.6%	43.0%	17.9%

* Based on closed escrow sales of single-family, detached homes only (no condos). Reported month-to-month changes in sales activity may overstate actual changes because of the small size of individual regional samples. Movements in sales prices should not be interpreted as measuring changes in the cost of a standard home. Prices are influenced by changes in cost and changes in the characteristics and size of homes actually sold.

** Due to the small sample size in these areas, prices and activity changes may be overemphasized. sf = single-family, detached home

Source: California Association of REALTORS®

Median Prices By Region - Current Month vs. Year Ago

	May-01	May-00
Statewide		
Calif. (sf)	\$257,060	\$240,470
Calif. (condo)	\$206,450	\$183,710

Region		
Central Valley	\$161,530	\$134,550
High Desert	\$109,840	\$85,790
Los Angeles	\$232,710	\$208,710
Monterey	\$444,640	\$421,330
Northern California	\$195,320	\$184,390
Northern Wine Country	\$354,850	\$309,570
Orange County	\$351,790	\$322,080
Palm Springs/Lower Desert	\$186,670	\$154,930
Riverside/San Bernardino	\$157,410	\$137,190
Sacramento	\$174,080	\$142,410
San Diego	\$293,310	\$276,650
San Francisco Bay	\$476,820	\$460,930
San Luis Obispo	n.a.	\$231,980
Santa Barbara County	\$298,750	\$331,670
Santa Barbara South Coast	\$603,120	\$511,360
N. Santa Barbara County	\$195,861	\$164,710
Santa Clara	\$532,500	\$528,000
Ventura	\$293,400	\$288,780

Source: California Association of REALTORS®

Navigate...

Go

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TOP

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APPENDIX 8

HOUSING ELEMENT REVIEW WORKSHEET

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HOUSING ELEMENT REVIEW WORKSHEET

Locality: Hesperia
HCD Receipt Date _____
Contact Person Dave Reno

Draft 7-2-01 Adopted 9-19-01
Phone # 760-947-1253
Coastal Zone n/a

Section numbers refer to the Government Code Article 10.6. Please provide the information referred to and the element page number(s) where the information is located.

I. Review and Revision

	Page #
A. Evaluation and revision of the previous element according to the criteria of Section 65588(a) and (b)	<u>H-2</u>
1. "Effectiveness of the element" (Section 65588(a)(2)): A review of the actual results of the previous element's goals, objectives, policies, and programs. The results should be quantified where possible (e.g., mitigation of governmental constraints).	<u>H-2-4</u>
2. "Progress in implementation" (Section 65588(a)(3)): An analysis of the significant difference between what was projected or planned in the previous element and what was achieved	<u>H-3-4</u>
3. "Appropriateness of goals, objectives and policies" (Section 65588(a)(1)): A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the previous element	<u>H-5-6</u>

II. Housing Needs (65583(a))

	Owner	Renter	Total	Page #
A. Number of existing households and housing units				
1. Households	<u>14,587</u>	<u>5,206</u>	<u>19,793</u>	<u>H-22</u>
2. Housing units			<u>20,760</u>	<u>H-22</u>
B. Lower income households overpaying for housing				
1. Total number	<u>2,684</u>	<u>2,441</u>	<u>5,125</u>	<u>H-40</u>
2. Percent lower income			<u>60%</u>	
C. Special housing needs analyses and estimated number of households				
1. Disabled			<u>1,511</u>	<u>H-46-47</u>
2. Elderly	<u>1,635</u>	<u>583</u>	<u>2,218</u>	<u>H-45</u>
3. Large households	<u>2,716</u>	<u>969</u>	<u>3,685</u>	<u>H-47</u>
4. Farmworkers			<u>< 197</u>	<u>H-51</u>
5. Families with female head			<u>1,979</u>	<u>H-49</u>
6. Homeless		<u>72 families w/children</u>		<u>H-50</u>
7. Other				<u>n/a</u>
D. Number of overcrowded households	<u>700</u>	<u>250</u>	<u>950</u>	<u>H-28</u>
E. Number of housing units needing rehabilitation			<u>299</u>	<u>H-29</u>
F. Number of housing units needing replacement			<u>10</u>	<u>H-29</u>
G. Analysis of existing assisted housing projects at-risk			<u>0</u>	<u>H-38</u>

II. Housing Needs (continued)

H. Five-year projected new construction needs, including the locality's share of the regional housing needs as determined by COG or HCD, specify the time frame of the projections Jan 1998 to June 2005 and enter the construction need figures in the table below.

Page #
H-42

Income Category (Section 65582(e))	Five-Year New Construction Needs
Very low (0-50%) of median income	<u>624</u>
Other lower (50-80%)	<u>449</u>
Moderate (80-120%)	<u>560</u>
Above Moderate (over 120%)	<u>876</u>
Total Units	<u>2,509</u>

I. Employment and population trends

III. Land Inventory (Sections 65583, 65583(a))

Summarize in the table below the information on sites suitable for residential development within the five-year planning period of the element. List page(s) where this topic is discussed, including the discussion of availability of services and facilities for the sites identified in the land inventory.

Page #

H-22

Zoning/permitted housing type	Number of acres	Density range (units/acre)	Availability of services & facilities (e.g., infrastructure)	Dwelling unit capacity
Single-family	3,200	.4 to 6 du/acre	available everywhere except sewer	1,607 new units
Multifamily and rental	30	5 to 15 du/acre	Developer to provide sewer available	301 new units
Mobilehomes, manufactured housing, mobile-home parks	Permitted in all residential districts	varied	New parks, developer will furnish. Existing lots, roads, water avail. total Need sewer.	Part of Sq. Ft. total
Emergency shelter and transitional housing	Permitted as social care facilities res. zones Inst. uses in all zones.	n/a	To be supplied by City and developer	n/a
Farmworker Housing	Permitted in R-3, A-1 & A-2 zones	n/a	Available	n/a
Sites with residential redevelopment potential and or mixed-use (within timeframe of element)	None identified.	_____	_____	_____
Currently non-residential	None identified	_____	_____	_____
Other	_____	_____	_____	_____
TOTAL	*3,500 within balance of planning period	_____	_____	1,908

*Excludes Rancho Las Flores

IV. Constraints on Housing (Section 65583(a)(4) and (5))

List pages where the housing constraints listed below are discussed:

Page #

A. Governmental Constraints

1. Land use controls (e.g., zoning, growth controls, open space requirements) H-64
2. Codes and enforcement (e.g., any local amendments to UBC, degree or type of enforcement) H-65, 68
3. On/Off-site improvements (e.g., curbing requirements, street widths, circulation improvements) H-67
4. Fees & exactions (permit fees & land dedication or other requirements imposed on developers) H-69
5. Processing and permit procedures (e.g., processing times, approval procedures) H-67
6. Other governmental constraints

B. Nongovernmental Constraints

1. Availability of financing H-62
2. Price of land H-59
3. Cost of construction H-60
4. Other nongovernmental constraints H-63

V. Quantified Objectives (Section 65583(b))

List quantified objectives for the maximum number of housing units (by income level) over the five-year time frame of the element to be:

Page #

H-76

	Very Low	Low	Moderate	Above Moderate	TOTAL
A. Constructed	623	166	313	616	1,718
B. Rehabilitated	65	25	20	Ø	110
C. Conserved	75	75	12	13	175

VI. Other Topics

List pages where the following topics are discussed:

Page #

- A. Efforts to achieve public participation of all economic segments of the community in the Development of the element (Section 65583(c)) H-1
- B. Analysis of opportunities for energy conservation in residential development (Section 65583(a)(7)) H-73
- C. Description of means by which consistency will be achieved with other general plan elements (Section 65583(c)) H-2
- D. For Coastal Zone localities, list the pages where the required information regarding construction Demolitions and conversions within the coastal zone is provided Section 65583(c) and (d)). n/a
- E. Describe the amount and uses of moneys in the redevelopment agency's Low- and Moderate Income Housing Fund (L&M Fund (Section 65583c)). H-58, 79

VII. Housing Programs (65583(c)). Summarize programs in the element.

Program Purpose	Program Action(s)	Agency Responsible	Time Frame	Page No.
<i>Provide adequate sites (65583(c)(1))</i>	H.G. 1	Redevelopment Agency	2005	H-79
1. Insure total dwelling capacity equal to new construction need	H.G. 2 H.G. 3	" Community Housing Authority	" ongoing	H-80 H-81
2. Provide sites suitable for a variety of types of housing for all income levels, including rental housing and manufactured housing, homeless shelters and transitional housing, farmworker housing	City Land Use Plan & Zoning Maps	Planning Div.	ongoing	H-56
<i>Assist in the development of adequate housing to meet the needs of low and moderate income households (65583(c)(2))</i>				
1. Utilize federal and state financing and subsidies	H.G. 14	City of Hesperia	2003	H-86
2. Provide regulatory concessions and incentives	H.G. 15	Planning Div.	2003	H-87
<i>Address and, where appropriate and legally possible, remove governmental constraints (65583(c)(3))</i>				
1. Land use controls	H.G. 17	Planning Div.	ongoing	H-87
2. Building codes	H.G. 18			H-88
3. Site improvements				
4. Fees and exactions				
5. Processing and permit procedures	City Development Code & Fee Schedule	City of Hesperia	ongoing	H-64-71
<i>Conserve and improve the condition of the existing affordable housing stock (65583(c)(4))</i>	H.G. 4 H.G. 1 H.G. 3	Code Enf. Div. Redev. Agency "	to 2005 2005 2005	H-81 H-79 H-81
<i>Preserve Units At-Risk (65583(c)(6))</i>	H.G. 1 H.G. 3	Redev. Agency "	2005 2005	H-79 H-81
<i>Program to promote equal housing opportunities (65583(c)(5))</i>	H.G. 3 H.G. 5 H.G. 9	Redev. Agency " Public Works	2005 2005 2005	H-81 H-82 H-84

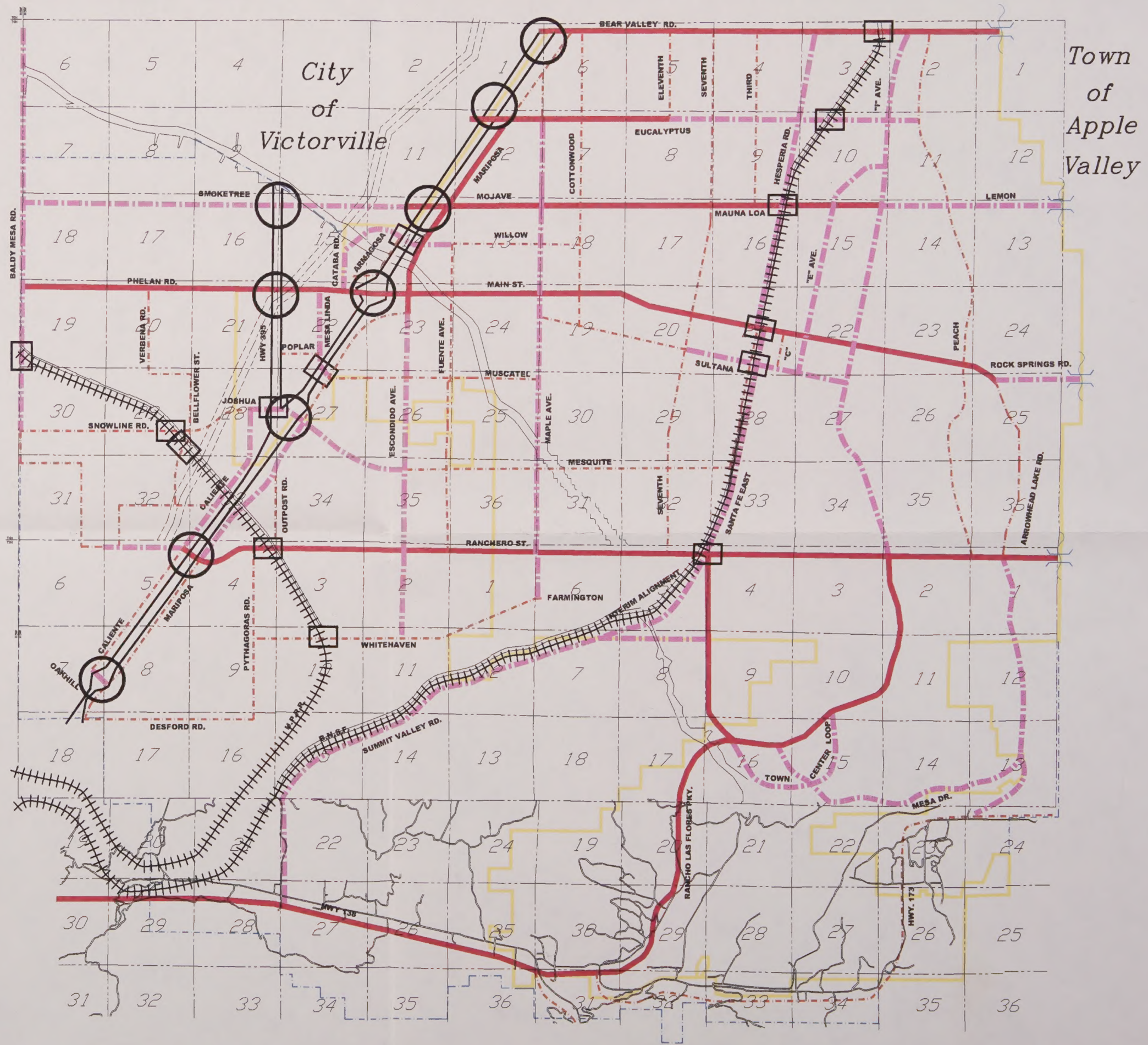


CITY OF HESPERIA MASTER PLAN OF ARTERIAL HIGHWAYS

AS ADOPTED MAY 2, 2001
PER RESOLUTION NO. 2001-15

LEGEND

- FREEWAY**
- MAJOR ARTERIAL**
CURB - 104'
ROW - 120'
- ARTERIAL**
CURB - 84'
ROW - 100'
- SECONDARY ARTERIAL**
CURB - 64'
ROW - 80'
- RAILROAD**
- FREEWAY INTERCHANGE**
- GRADE SEPARATION**
- RIVER CROSSING**
- CITY BOUNDARY**
- SPHERE OF INFLUENCE**



Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

UPDATED BY
GENERAL PLAN
AMENDMENT. GPA-2002-02

CITY OF HESPERIA

**GENERAL PLAN MAP
ADOPTED MAY 16, 1991
REVISED 10-16-02**

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